



**EUROPA-PARLAMENTET
EUROPÄISCHES PARLAMENT
EUROPEAN PARLIAMENT
PARLEMENT EUROPÉEN
PARLAMENTO EUROPEO
EUROPEES PARLEMENT**

**Generalsekretariatet
Generalsekretariat
Secretariat
Secrétariat Général
Segretariato Generale
Secretariaat Generaal**

**Generaldirektoratet for Forskning og Dokumentation
Generaldirektion Wissenschaft und Dokumentation
Directorate General for Research and Documentation
Direction Générale de la Recherche et de la Documentation
Direzione Generale della Ricerca e della Documentazione
Directoraat-generaal Onderzoek en Documentatie**

**UNDERSØGELSER OG DOKUMENTATION
SAMMLUNG WISSENSCHAFT UND DOKUMENTATION
RESEARCH AND DOCUMENTATION PAPERS
DOSSIERS DE RECHERCHE ET DOCUMENTATION
DOSSIERS DI RICERCA E DOCUMENTAZIONE
DOSSIERS ONDERZOEK EN DOCUMENTATIE**

**Serie for regionalpolitik og transport nr.
Reihe Regionalpolitik und Verkehr Nr.
Regional policy and transport Series No.
Série politique régionale et transports n°
Serie politica regionale e trasporti n.
Serie regionaal beleid en vervoer nr.**

10

English version

**Mannheim-konventionen vedrørende sejlads på Rhinen
Die Mannheimer Rheinschiffahrtsakte
Convention on the Navigation of the Rhine, signed at Mannheim
Convention pour la Navigation du Rhin, signée à Mannheim
Convenzione per la navigazione sul Reno, firmata a Mannheim
De Rijnvaartakte van Mannheim**

**maj
Mai
May**

1979

**maj
maggio
mei**

Indledning

Den reviderede Mannheimer akt om sejlads på Rhinen af 1868 er på trods af sin høje alder bestemmende for den moderne rhinskibsfart, selv om den rets-teknisk kan betegnes som en juridisk ruin, ærværdig, men i håbløst forfald. Der findes i øjeblikket ikke engang en tekst, der anerkendes af alle medlemsstaterne i centralkommissionen for rhinskibsfarten. Akten er revideret flere gange med ændringer og tilføjelser, som medlemsstaterne har vedtaget i forskellige sammensætninger.

Den tekst, henholdsvis de forskellige tekstdele, der i øjeblikket regulerer sejladsen på Rhinen, er på visse punkter så omstridt blandt medlemsstaterne, at de kompetente organer ikke er i stand til at udgive en integreret officiel tekst. Nogle tekster, der endnu gælder i fuldt omfang, omhandler sejlads med fartøjer, f.eks. tømmerflåder, der i lang tid ikke mere har kunnet findes på Rhinen. I hvert fald den tyske tekst kræver filologisk-etymologiske forklaringer, da nogle begreber fra 1868 i dag er uforståelige på tysk.

I en række af Europa-Parlamentets betænkninger fejres Mannheimer akten som et stykke Europa, der blev foregrebet i forrige århundrede. Europa-Parlamentet har imidlertid lige så energisk gang på gang krævet revision af Mannheimer akten og dens tilpasning til nutidens krav.

I øjeblikket hersker der stor interesse for denne internationale aftale på grund af den forestående åbning af den store Rhein-Main-Donaukanal og de deraf resulterende retlige problemer.

Under disse omstændigheder offentliggør Europa-Parlamentets generaldirektorat for forskning og dokumentation vedlagt en integreret, men uofficiel tekst.

Følgende tekster er medtaget:

A. Mannheimer akt af 1868 i udgaven fra 1963	Side 1
B. Slutprotokol af 1868 i udgaven fra 1963	Side 17
C. Aftale om patenter for rhinskippere af 1922	Side 20
D. Revisionsaftale af 1963	Side 22
E. Tillægsprotokol af 1972	Side 24

Kilder: Bundesgesetzblatt, Bonn; Treaty Series, London; Commission Centrale pour la Navigation du Rhin, Secrétariat; Raccolta delle legge federali, Berna; Tractatenblad en Staatsblad van het Koninkrijk der Nederlanden.

Den tyske, engelske, franske, italienske og nederlandske ordlyd gengives i særskilte udgaver af hefte 10 i denne serie. Danske oversættelser af de forskellige tekster foreligger ikke.

Einleitung

Die Mannheimer revidierte Rheinschiffahrtsakte von 1868 regelt trotz ihres hohen Alters die moderne Rheinschiffahrt, obwohl sie rechtstechnisch als eine juristische Ruine bezeichnet werden kann, ehrwürdig, aber hoffnungslos verfallen. Gegenwärtig existiert nicht einmal ein Text, der von allen Mitgliedstaaten der Zentralkommission für die Rheinschiffahrt anerkannt wäre. Die Akte wurde mehrfach revidiert durch Texte, die von Mitgliedstaaten in verschiedener Zusammensetzung angenommen wurden.

Der Text bzw. die verschiedenen Teile von Texten, die gegenwärtig die Rheinschiffahrt regeln, sind unter den Mitgliedstaaten in Einzelheiten so umstritten, daß die zuständigen Stellen nicht in der Lage sind, einen integrierten offiziellen Text herauszugeben. Einige Texte, die noch voll in Kraft sind, regeln den Verkehr von Einrichtungen, z.B. Flößen, die seit langem auf dem Rhein nicht mehr zu finden sind. Mindestens der deutsche Text bedarf philologisch-etymologischer Erklärungen, da einige Begriffe von 1868 in heutigem Deutsch unverständlich sind.

In verschiedenen Berichten des Europäischen Parlaments wurde die Mannheimer Akte als ein Stück im vorigen Jahrhundert vorausgenommenes Europa gefeiert. Ebenso energisch wurde jedoch vom Europäischen Parlament immer wieder die Revision der Mannheimer Akte und ihre Anpassung an moderne Erfordernisse verlangt.

Gegenwärtig besteht ein großes Interesse an diesem internationalen Vertrag wegen der bevorstehenden Eröffnung der Rhein-Main-Donau-Großschiffahrtsstraße und den sich dann ergebenden rechtlichen Problemen.

Unter diesen Umständen veröffentlicht die Generaldirektion Wissenschaft und Dokumentation des Europäischen Parlaments anliegend einen integrierten, aber unoffiziellen Text.

Folgende Texte wurden aufgenommen:

- A. Mannheimer Akte von 1868 in der Fassung von 1963 Seite 1
- B. Schlußprotokoll von 1868 in der Fassung von 1963 Seite 17
- C. Vereinbarung über die Rheinschifferpatente von 1922 Seite 20
- D. Revisionsübereinkommen von 1963 Seite 22
- E. Zusatzprotokoll von 1972 Seite 24

Quellen: Bundesgesetzblatt, Bonn; Treaty Series, London; Commission Centrale pour la Navigation du Rhin, Secrétariat; Raccolta delle legge federali, Berna; Tractatenblad en Staatsblad van het Koninkrijk der Nederlanden.

Der deutsche, englische, französische, italienische und niederländische Wortlaut werden in getrennten Ausgaben des Heftes 10 dieser Reihe wiedergegeben. Dänische Übersetzungen der verschiedenen Texte sind nicht greifbar.

Introduction

Despite the fact that it was concluded such a long time ago the 1868 revised Convention of Mannheim for the Navigation of the Rhine - which is regarded by jurists as a venerable but hopelessly outdated document - is still in force. The present situation is that the Member States of the Central Commission for the Navigation of the Rhine do not even all recognize the same text. The Convention has been amended several times by texts which have been agreed by different groups of Member States at one time or another.

The text, or rather the various parts of texts which currently govern navigation on the Rhine are the subject of so much hair-splitting controversy between the Member States that the authorities concerned are unable to issue a comprehensive official version. Some texts, which are still fully in force, govern the use of craft such as rafts which have long since disappeared from the Rhine. The German version at least is in need of clarification since some of the wording used in 1868 is no longer comprehensible in modern German.

In a number of reports by the European Parliament, the Mannheim Convention has been hailed as a nineteenth century pointer of things to come in Europe. However, the European Parliament has also made repeated and vigorous efforts to have the Mannheim Convention revised and adapted to modern requirements.

The impending opening of the Rhine-Main-Danube ship canal and the attendant legal problems have aroused keen interest in this international agreement.

The Directorate-General for Research and Documentation of the European Parliament has therefore felt it desirable to publish the attached full, but unofficial, text.

The following texts have been used:

- A. the 1963 version of the 1868 Mannheim Convention page 1
- B. the 1963 version of the 1868 final protocol page 17
- C. the 1922 agreement on Rhine navigation permits page 20
- D. the 1963 revision agreement page 22
- E. the 1972 supplementary protocol page 24

Sources: Bundesgesetzblatt, Bonn; Treaty Series, London; Central Commission for the Navigation of the Rhine, Secretariat; Raccolta delle legge federali, Bern; Tractatenblad en Staatsblad van het Koninkrijk der Nederlanden.

The German, English, French, Italian and Dutch versions are reproduced in separate editions of volume 10 of this series.
Danish translations of the various texts are not available.

Introduction

La Convention révisée de Mannheim sur la navigation du Rhin (1868) régit aujourd'hui encore la navigation sur ce fleuve, et ce bien que, sur le plan juridique, on puisse qualifier cette Convention d'antiquité, puisqu'elle est tombée, honorablement mais irrémédiablement, en désuétude. A l'heure actuelle, il n'existe pas un seul texte qui soit reconnu par l'ensemble des Etats membres de la Commission centrale pour la navigation du Rhin. La Convention a été modifiée à plusieurs reprises par des textes adoptés par des groupes, différents, d'Etats membres.

Le texte ou les diverses parties de textes qui régissent actuellement la navigation sur le Rhin contiennent tant de points faisant l'objet de controverses entre les Etats membres que les services compétents ne sont pas en mesure de publier un texte coordonné officiel. Certains textes qui sont toujours en vigueur régissent la circulation de dispositifs tels que les trains de flottage, que l'on ne voit plus depuis longtemps sur le Rhin. Le texte allemand, en tout cas, appelle des commentaires d'ordre philologique et étymologique, car certaines notions datant de 1868 sont devenues incompréhensibles en allemand actuel.

Dans plusieurs rapports, le Parlement européen a reconnu dans la Convention de Mannheim un des premiers jalons, posé au siècle dernier, de la construction européenne. Cependant, il n'a jamais cessé de demander, avec la même énergie, que cette Convention soit révisée et adaptée aux nécessités actuelles.

On s'intéresse beaucoup, actuellement, à cette convention internationale, en raison de la prochaine ouverture de la grande voie de navigation Rhin-Main-Danube et des problèmes juridiques qui en résulteront.

Cela étant, la direction générale de la recherche et de la documentation du Parlement européen publie en annexe un texte coordonné, mais officieux, reprenant les textes suivants :

A. la convention de Mannheim de 1868, version de 1963	page 1
B. le protocole de clôture de 1868, version de 1963	page 17
C. la convention relative au régime des patentes des bateliers du Rhin de 1922	page 20
D. la convention d'amendement de 1963	page 22
E. le protocole additionnel de 1972	page 24

Sources : Bundesgesetzblatt, Bonn; Treaty Series, Londres; Commission centrale pour la navigation du Rhin, secrétariat; Raccolta delle legge federali, Berne; Tractatenblad et Staatsblad, Pays-Bas.

Les versions allemande, anglaise, française, italienne et néerlandaise paraissent dans des livraisons séparées du cahier 10 de la présente série.
On ne dispose d'aucune traduction danoise des différents textes.

Introduzione

L'Atto di Mannheim del 1868 sulla navigazione renana, riveduto, disciplina, nonostante la sua considerevole età, la moderna navigazione renana, quantunque, da un punto di vista tecnico-giuridico, esso possa essere considerato un rudere, indubbiamente venerando ma irrimediabilmente decaduto. Attualmente non esiste neppure un testo che venga riconosciuto da tutti gli Stati membri della Commissione centrale per la navigazione renana. L'Atto venne più volte riveduto mediante testi che furono approvati dagli Stati membri in gruppi differenti in momenti diversi.

Il testo e/o le varie parti dei testi che attualmente disciplinano la navigazione renana sono così controversi, nei particolari, tra gli Stati membri, che i servizi competenti non sono in grado di pubblicare un testo ufficiale integrato. Alcuni testi, tuttora pienamente in vigore, regolano il traffico di tipi d'imbarcazione, ad esempio zattere, che da lungo tempo sono completamente scomparsi dalla navigazione. Quanto meno il testo tedesco richiede annotazioni di natura filologico-etimologica, dato che alcuni concetti del 1868 risultano incomprensibili nel tedesco odierno.

In varie relazioni del Parlamento europeo, l'Atto di Mannheim è stato celebrato come una parte di Europa "anticipata" del secolo scorso. Senonchè altrettanto energicamente è stata però costantemente richiesta dal Parlamento europeo la revisione dell'Atto di Mannheim ed il suo adeguamento alle esigenze moderne.

Attualmente sussiste un grande interesse per questo accordo internazionale, a causa dell'imminente inaugurazione della grande idrovia Reno-Me-no-Danubio, nonchè per i relativi problemi di natura giuridica.

Ciò posto, la Direzione generale della Ricerca e della Documentazione del Parlamento europeo pubblica un testo integrato, ma non ufficiale.

Sono stati ripresi i seguenti testi:

- A. Convenzione di Mannheim del 1868 nella versione del 1963 ... pagina 1
- B. Protocollo finale del 1868 nella versione del 1963 pagina 17
- C. Convenzione sulle patenti di battelliere del Reno pagina 20
- D. Convenzione d'emendamento del 1963 pagina 22
- E. Protocollo aggiuntivo del 1972 pagina 24

Fonti: Bundesgesetzblatt, Bonn; Treaty Series, London; Commission Centrale pour la Navigation du Rhin, Secrétariat; Raccolta delle leggi federali, Berna; Tractatenblad en Staatsblad van het Koninkrijk der Nederlanden.

I testi tedesco, inglese, francese, italiano ed olandese verranno pubblicati in edizioni separate dell'opuscolo 10 di questa collana. Le traduzioni da nesi dei vari testi non sono disponibili.

Inleiding

De herziene Rijnvaartakte van Mannheim uit het jaar 1868 regelt in weerwil van haar hoge ouderdom de hedendaagse Rijnscheepvaart, hoewel zij in technisch opzicht als een eerbiedwaardige maar hopeloos vervallen juridische ruïne kan worden bestempeld. Momenteel bestaat er niet eens een tekst die door alle lid-staten van de Centrale Commissie voor de Rijnvaart wordt erkend. De Akte werd verscheidene keren herzien door teksten, die door lid-staten in verschillende samenstelling werden aangenomen.

De tekst of de verschillende onderdelen van teksten die thans de Rijnvaart regelen, zijn bij de lid-staten zó omstreden dat de bevoegde diensten niet in staat zijn een geïntegreerde officiële tekst uit te geven. Enkele teksten, die nog volledig van kracht zijn, regelen het vervoer met vaartuigen, bij voorbeeld vloten, die al lang niet meer op de Rijn worden aangetroffen. In ieder geval de Duitse tekst behoeft een taalkundige en etymologische verklaring, daar enkele begrippen uit 1868 in het huidige Duits niet meer gangbaar en onbegrijpelijk zijn.

Het Europese Parlement heeft de Akte van Mannheim in diverse verslagen als behorend tot een in de vorige eeuw op de ontwikkeling vooruitgelopen Europa geprezen. Het heeft echter ook steeds weer met klem aangedrongen op herziening van deze Akte en de aanpassing ervan aan de eisen van de moderne tijd.

Momenteel bestaat er grote belangstelling voor deze internationale overeenkomst wegens de aanstaande opening van de Rijn-Main-Donau-vaarroute voor de grote scheepvaart en wegens de juridische problemen die dan zullen ontstaan.

Derhalve publiceert het Directoraat-generaal Onderzoek en Documentatie van het Europese Parlement bijgaande geïntegreerd doch officieus document, dat de volgende teksten bevat:

- A. Akte van Mannheim van 1868 in de versie van 1963 blz. 1
- B. Slotprotocol van 1868 in de versie van 1963 blz. 17
- C. Overeenkomst over de Rijnschipperspatenten van 1922 blz. 20
- D. Wijzigingsovereenkomst van 1963 blz. 22
- E. Aanvullend protocol van 1972 blz. 24

Bronnen: Bundesgesetzblatt, Bonn; Treaty Series, Londen; Commission Centrale pour la Navigation du Rhin, Secrétariat; Raccolta delle legge federali, Bern; Tractatenblad en Staatsblad van het Koninkrijk der Nederlanden.

De Duitse, Engelse, Franse, Italiaanse en Nederlandse tekst zullen in aparte edities van band 10 van deze reeks worden afgedrukt. Deense vertalingen van deze teksten zijn niet beschikbaar.

A.

Revised Convention on the Navigation of the Rhine

Signed at Mannheim on 17 October 1868

Article 1

- (1) The navigation of the Rhine and its estuaries from Basle to the open sea either down or up stream shall be free to the vessels of all nations for the transport of merchandise and persons on the condition of conforming to the provisions contained in this convention and to the measures prescribed for the maintenance of general safety.
- (2) Apart from these regulations no obstacle of any kind shall be offered to free navigation.
- (3) The Leck and the Waal are considered as being part of the Rhine.

Article 2

- (1) The vessels belonging to Rhine navigation and the timber rafts or floats coming from the Rhine shall have the right to choose which water-way they prefer when traversing the Netherlands to reach the open sea or Belgium and conversely.
- (2) If as a result of natural causes or engineering works one of the navigable water-ways connecting the open sea with the Rhine through Dordrecht, Rotterdam, Hellevoetsluis and Brielle becomes impassable to navigation, the navigable water-way which would be indicated to the Dutch navigation as replacement of the interrupted channel shall be equally open to the navigation of the other riparian States.
- (3) Any vessel shall be considered as belonging to Rhine navigation if it has the right to fly the flag of one of the riparian States and can substantiate this right by means of a document issued by the competent authority.

Article 3

- (1) No duty based solely on navigation may be levied on vessels on their cargoes or on rafts navigating on the Rhine or its tributaries insofar as they are in the territory of the High-Contracting-Parties or on the navigable water-ways mentioned in Article 2.

(2) Equally forbidden is the levying of dues for mooring or anchoring in the navigable water-ways mentioned in the preceding paragraph above Rotterdam and Dordrecht.

Article 4

In regard to the navigable water-ways mentioned in the first subparagraph of Article 3 the same treatment as for nationals, in every respect, shall be given to vessels belonging to Rhine navigation and to their cargoes.

Article 5

(1) Watermen shall not, on any of the navigable water-ways mentioned in Article 3, be compelled to discharge either in part or whole, or to trans-ship their cargoes.

(2) Any duties for putting into port or tying-up are and remain abolished.

Article 6

Merchandise may not in any case be subjected on the Rhine to entry or exit duties greater than those to which such merchandise would be subjected on entry or exit by land frontier.

Article 7

(1) The transit of any merchandise is free on the Rhine from Basle to the open sea unless health measures require exceptions.

(2) The riparian States shall not collect any duty on such transit either directly or after transshipment or after warehousing.

Article 8

(1) The free ports at present open to Rhine commerce are maintained. The High-Contracting-Parties reserve the right to increase their number.

(2) The merchandise placed in bond in these free ports shall not be subjected to any entry or exit duty unless it is subsequently released to commerce in the riparian State where stored or into the territory of the customs and taxation system of which such State is part.

Article 9

(1) If a waterman crosses, in direct voyage and without making any change to his cargo, the territory of a State or of several States belonging to the same customs system, he shall be allowed to continue his voyage without being

required to have his cargo verified beforehand, on condition that he agrees, as requested by the customs, either to keep the hatches closed which give access to the hold or to take on board official guards or to comply with both formalities together. In this case, he shall in addition present to the customs office a manifest in accordance with the model prescribed by the Central Commission.

(2) On exit he should stop at the frontier control point in order to have the seals or customs' padlocks examined and removed or to have the guards taken off.

(3) Otherwise he may not be stopped en route for any customs' enquiry purposes except in the case of contraband (Article 12).

(4) The guards placed on board vessels will have no other right than to keep watch on these vessels and their cargoes to prevent fraud. They will participate free of charge in the meals provided for the crew. The waterman shall furnish at his own expense necessary fire and light but the guards may not require nor accept any remuneration.

(5) In the event that, as a result of natural causes or other accidents of force majeure, the waterman finds himself compelled to shift his cargo either wholly or in part and it becomes necessary for this purpose to reopen the hatches giving access to the hold, he will notify the officials of the nearest customs to this effect and will await their arrival. If it is a case of imminent peril and no delay can be tolerated, he must advise the nearest local authority who will proceed to open the hold and draw up a report on the facts.

(6) If the waterman takes steps on his own initiative without requesting or awaiting the presence of the officials of the customs or local authority, he must prove in a satisfactory manner that the safety of the vessel or of the cargo was at stake or that he had so to act to avoid an imminent danger. In such cases he must, as soon as the danger has been averted, inform the officials of the nearest customs or if he cannot find them the nearest local authority to have the facts ascertained.

Article 10

As to merchandise entering by the Rhine and intended for internal consumption or for exit or for transit after trans-shipment or after being placed in bond in the free ports or elsewhere, the customs formalities shall be in accordance with the general legislation of the riparian State over whose frontier the entry, exit or transit takes place.

Article 11

- (1) Each of the riparian States will designate for the whole of its territory the ports and unloading places where, apart from the free ports (Article 8), the waterman shall have the right to discharge or to load a cargo.
- (2) The waterman shall not without special permission from the competent authority load or unload at other places unless natural causes or an accident prevent him from continuing his journey or endanger the safety of the vessel or its cargo.
- (3) If, in such a case, he ties up in a place where a customs' bureau is located, he is required to report to the bureau and to comply with the instructions he receives.
- (4) If no customs' bureau exists where he ties up, he should immediately inform the local authority of his arrival and the latter shall verify by a report the circumstances which led him to tie up and advise the nearest customs' bureau of that territory.
- (5) If in order not to expose the cargo to other danger it is considered necessary to unload the vessel, the waterman shall be required to comply with all legal measures intended to prevent any illicit import. The cargo which he reloads in order to continue his journey shall not be subject to any entry of exit duty.
- (6) In the event that the waterman acts on his own initiative without requesting the presence of officials of the customs' bureau or local authority, the provisions of Article 9 sub-paragraph VI shall apply.

Article 12

- (1) When a waterman is convicted of having attempted to smuggle he may not invoke freedom of navigation of the Rhine to claim immunity of either himself or the merchandise, which he had attempted to import or export fraudulently, from proceedings begun against him by customs officials except that no such action may give rise to seizure of the remaining cargo, nor in general to proceedings against the waterman more rigorous than laid down by the legislation in force in the riparian State where the contraband was detected.

(2) If the customs' bureau at the frontier of a riparian State discovers a difference between the cargo and the manifest, the laws in force in the country against false declaration shall be applied against the waterman.

Article 13

When several States are united in a common customs' or taxation system, the frontier of the Union shall be considered as the territorial frontier for the application of Articles 6 to 12.

Article 14

All the facilities which are granted by the High-Contracting-Parties on other land routes or waterways for the import, export or transit of merchandise shall also be granted to the import, export or transit on the Rhine.

Articles 15-21

abrogated¹⁾

Article 22

(1) Before a vessel makes its first voyage on the Rhine, the owner or person in charge must obtain a certificate stating that the vessel has the strength and equipment necessary for the navigation of that part of the river for which it is intended.

(2) This certificate or licence for the vessel is issued, after an inspection by experts, by the competent authorities of one of the riparian States.

(3) The number of the vessel and its greatest permitted draft shall be marked on the vessel.

1) Abrogated by the Convention regarding Rhine Navigation Certificates of 14 December 1922. (See under C)

(4) This inspection shall be renewed after every repair or each important alteration. It shall also be carried out at the request of the charterer. The result shall be recorded on the licence.

(5) Any riparian State may order an inspection, if it deems advisable, which shall take place at its cost.

(6) The vessel's licence must always be carried on board during a voyage. It must be presented to port and police officials on request.

Article 23

Articles 15¹⁾ and 22 are not applicable to vessels less than 300 quintaux nor to the persons in charge thereof.

Article 24

The provisions of this Convention are not applicable to transportation from one bank to the other with the exception of the clause mentioned in Article 32.

Article 25

(1) Persons in charge of rafts shall be in possession, for each timber raft or float which they are navigating on the Rhine, of a certificate from the competent authority of the country, in accordance with Model B²⁾ attached hereto, bearing the number, the type and weight of the timber being floated.

(2) This raft certificate shall take the place of the manifest required by Article 9. It must be produced on demand to the officials of the police, port, customs and of the hydro-technic service as well as to the commissions set up for the inspection of timber floats.

(3) The provisions of Articles 9 and 14 are equally applicable to timber floats and the persons in charge thereof.

Article 26

(1) The provisions concerning pilots' and warning services and the fees to be paid to them by the watermen are reserved to each riparian State.

1) This article has been abrogated by the Convention of 14 December 1922.

2) Not attached to this text.

(2) No waterman or raftsman may be compelled to take on a pilot. He may not be required to pay a fee for this purpose unless he has in fact made use of the services of a pilot on board his vessel.

Article 27

(1) The Governments of the riparian States will ensure that in the free ports as in all other ports of the Rhine, all necessary provisions are made to facilitate loading, unloading and warehousing of merchandise and that these provisions and the associated facilities of all kinds are maintained in good order.

(2) To meet the necessary costs of maintenance and supervision, a corresponding fee may be levied. Should the revenue from this fee exceed the amount of expenditure in question, the rate of said fee should be diminished proportionally.

(3) However, this fee may only be collected when use has been made of the provisions and facilities mentioned above.

Article 28

(1) The High-Contracting-Parties undertake, as in the past, each for the area of its territory, to put into good order and to maintain the existing towpaths as well as the Rhine channel. This stipulation is equally applicable to the navigable waterways between Gorinchem, Krimpen, Dordrecht and Rotterdam.

(2) The riparian State in whose territory are included those parts of the river which have not yet been sufficiently straightened and where consequently the channel varies, shall mark the channel by buoys placed in conspicuous positions.

(3) If such parts of the river lie between two States situated opposite to each other, each will support half the cost of setting and maintaining these buoys.

Article 29

The Governments of adjacent riparian States or of those which are opposite each other will exchange information on hydro-technic projects, the execution of which might have a direct influence on the part of the river or its banks which belong to them in order to carry out such schemes in a manner most suitable to both. They will consult on matters which might arise from the execution of such works.

Article 30

(1) The riparian Governments will take all necessary steps to see that navigation on the Rhine is not obstructed either by mills or other factories established on the river, or by bridges or other engineering works. They will see to it in particular that bridges do not cause any delay to river traffic. It is forbidden to require any fee for opening or closing bridges.

(2) No permission will be granted in future for the establishment of new floating mills.

Article 31

(1) From time to time hydro-technical engineers delegated by the Governments of all the riparian States shall make a survey voyage to examine the state of the river, to observe the results of measures taken for its improvement and to note new obstacles which impede navigation.

(2) The Central Commission (Article 43) will designate the time and the parts of the river where these surveys are to be made. The engineers will submit to it a report of the results.

Article 32

Offences against the police regulations in regard to navigation on the Rhine drawn up by common agreement of the Governments of the riparian States shall be punished by a fine of 600 gold francs of a weight 10/31 of a gramme with a fineness of 0.900.

Article 33

(1) There shall be set up in suitable places situated on the Rhine or in proximity to the river Tribunals empowered to hear all cases mentioned in Article 34.

(2) The Governments of the riparian States shall exchange information relating to the setting up on their territories of Tribunals for Rhine navigation as well as in regard to such changes as may be made to the number, location and jurisdiction of these Tribunals.

Article 34

The Rhine navigation Tribunals shall have jurisdiction:

- I in criminal matters to investigate and judge all offences to regulations regarding navigation and river police;
- II in civil matters for summary judgment in disputes concerning:
 - (a) the payment and amount of duties for pilotage, crantage, weighing, port and wharfage;
 - (b) obstructions which individuals may have caused to the use of tow-paths;
 - (c) damage caused by watermen or raftsmen during a voyage or in collision;
 - (d) complaints against owners of draught-horses employed in towing vessels up-stream for damage caused to property.

Article 34 bis

The Tribunals for Rhine Navigation shall also have jurisdiction, in accordance with Article 34 II (c), if the parties are bound by contract, without prejudice to Article 35^{ter}; their jurisdiction shall not however extend to an action founded on a contract and taken against a vessel for damages caused to persons or goods on board the said vessel where liability lies with the said vessel.

Article 35

Jurisdiction will belong in criminal matters (Article 34(1)) to the Rhine navigation Tribunal of the area in which the offence is alleged to have been committed; in civil matters to the Tribunal of the area in which payment should have been made (Article 34(2)(a)) or the damage is alleged to have occurred (Article 34(2)(b), (c), (d)).

Article 35 bis

(1) When, in the case of Article 34 II(c), the damages took place on the territories of two Riparian States or when it is impossible to determine on what territory the damages took place, jurisdiction shall lie with the Tribunal which is the only one before which the case is brought or is the first one before which the case is brought.

(2) When a tribunal of one of the States has decided that it has no jurisdiction in the matter, the Tribunal of the other State shall be regarded as having jurisdiction.

Article 35^{ter}

In a civil action, the parties may agree to take their case before a Tribunal for Rhine Navigation other than the one whose jurisdiction is provided for by Articles 35 and 35 bis, or, if national legislation does not prohibit this, another jurisdiction or court.

Article 36

(1) The procedure of Rhine navigation Tribunals shall be as simple and expeditious as possible; no security shall be required from foreigners by reason of their nationality.

(2) The judgment shall enumerate the facts which give rise to the case, the questions to be decided in accordance with the result of the investigation and the reasoning on which it is based.

(3) The person in charge of a vessel or a raft may not be prevented from continuing his voyage on account of proceedings begun against him when he has furnished the security stipulated by the judge for the hearing.

Article 37

(1) When the hearing involves an amount greater than 50 gold francs of a weight of 10/31 of a gramme with a fineness of 0.900 the parties may lodge an appeal and have recourse for this purpose either to the Central Commission (Article 43) or to the Higher Tribunal of the country in which the judgment has been given (Article 38).

(2) If an appeal is to be made to the Central Commission, it shall be notified to the tribunal which heard the case in the first instance, within 30 days from the judgment being legally published according to the official practice in use in each State. This notification shall be accompanied by a specific declaration that it is intended to place the matter before the Central Commission. This notification shall also be forwarded to the other party in the dispute at the domiciliary address given in the first hearing or, failing such domicile, at the Tribunal. The notification to the Tribunal shall be in accordance with the legal practice required by the law of the land.

(3) Within 4 weeks from the date of notification of appeal, the appellant shall present to the Tribunal which gave the first judgement a memorandum setting forth the reasons for his appeal to Higher Court. The Tribunal shall communicate this memorandum to the other party who shall be required to make a reply within the time limit which shall be stipulated for this purpose. These documents together with the report of the proceedings at the first hearing shall be transmitted to the Central Commission (Article 43).

(4) If the appellant fails to comply with the formalities prescribed in this article, the appeal shall be considered to be null and void.

(5) In the event that an appeal is to be made to the Central Commission, the Tribunal may, at the request of the successful party in the case, order the provisional execution of the original judgment, deciding however according to the law of the land, whether the plaintiff should furnish a security beforehand.

Article 37 bis

(1) When in a single litigation the petitioner and the respondent have both appealed within the legal time allowed, one to the Central Commission and the other to the Higher National Court, the jurisdiction which first received an appeal shall hear both appeals.

(2) The appeal which is brought before the Central Commission shall be regarded as made as soon as it has been notified, in the forms and conditions provided for in paragraph 2 of Article 37, to the Tribunal which made judgment in the first instance. If the two appeals were lodged on the same day, the jurisdiction before which the respondent has made his appeal will hear the appeals.

(3) Each appeal jurisdiction shall ascertain whether an appeal has already been lodged with the other appeal jurisdiction.

(4) The appeal jurisdiction which is not competent within the terms of paragraph 1 shall remit the case, on the request of the appellant, to the jurisdiction which is competent to hear the appeal within the terms of the aforementioned paragraph. When the appeal to the jurisdiction which is not competent was interjected within the prescribed period, the period of appeal shall be regarded as having been observed equally as far as the other appeal jurisdiction is concerned.

(5) The costs of the appeals shall also include such costs as, according to the legislation of the jurisdiction which is not deemed to be competent, have been incurred by the appeal procedure which was undertaken.

Article 38

(1) Each riparian State shall designate once and for all the Higher Court to which appeal may be made against judgments given on its territory by the Tribunals of first instance for Rhine navigation.

(2) This court must be located in a town situated on the Rhine or not very distant from the river.

(3) If an appeal is lodged with this Court, the procedure to be followed shall be in accordance with the legislation in force in that country.

Article 39

Proceedings connected with Rhine navigation shall not require the use of stamped paper nor the payment of fees for the benefit of judges or clerks of the court. The parties shall have no costs to bear other than those of witnesses or experts and their summons together with those of notification, postage, etc., always based on the normal tariffs for court proceedings.

Article 40

(1) Judgments by the Rhine Navigation Tribunals in each of the riparian States shall be enforceable in all the other States with due observance of the procedure prescribed by the laws of the land in which they are enforced.

(2) Judgments and other decisions, writs of summons and notices of adjournment in cases pending before the Rhine Navigation Tribunals shall be considered in each of the States, for the purpose of notification, as having been issued by the authorities of that State.

(3) In regard to those persons having a known domicile in one of the riparian States, writs and notices in the above cases shall be served at that domicile.

Articles 41 and 42

deleted

Article 43

- (1) Each of the Contracting States shall delegate from one to four Commissioners to take part in common conferences on the affairs of Rhine Navigation. These Commissioners shall form the Central Commission which has its seat at Strasbourg.
- (2) Each Contracting State may designate deputies to the number of two at the most to deputise for Commissioners who cannot attend, or to participate in the discussions of the working bodies set up by the Central Commission.

Article 44

- (1) The Chairman shall be a Commissioner designated for a period of two years by each of the Contracting States in turn in the French alphabetical order of the States.
- (2) The State with which the turns start shall be determined by lot.
- (3) The State which follows in alphabetical order shall designate the Commissioner who is to be the Vice-Chairman. The Vice-Chairman will become Chairman at the end of the period of two years mentioned in the first paragraph.
- (4) Any State may refuse the Chairmanship or the Vice-Chairmanship.

Article 44 bis

- (1) The Chairman shall direct the proceedings of the sessions. He shall represent the Central Commission, be responsible for the execution of its decisions and, in a general way, for the proper working of its services.
- (2) The Vice-Chairman shall deputise for the Chairman when the latter cannot attend or, if the Chair is vacant, until such time as a new Chairman is appointed.

Article 44 ter

- (1) The Central Commission shall decide the organisation of its work and its Secretariat.
- (2) It shall hold two sessions annually; extraordinary sessions may be called by the Chairman at the request of a Commissioner.

(3) It shall establish, either permanently or temporarily, the working bodies which are necessary for its activities. The Chairmanship of these shall be taken by a Commissioner or a Deputy Commissioner according to two yearly rotation among the Contracting States.

Article 44 quater

German, English, French and Dutch shall be official languages of the Central Commission.

Article 44 quinquies

The Central Commission shall decide on the relations to be established with other international or European organisations.

Article 45

- (1) The terms of reference for the Central Commission shall be:
- (a) to examine all complaints arising from the application of this Convention as well as the enforcement of regulations drawn up by the riparian Governments and the measures which they have adopted by common agreement;
 - (b) to deliberate on the proposals made by riparian Governments concerning the prosperity of Rhine navigation, and in particular those which are designed to add to or to amend this Convention and the regulations jointly drawn up;
 - (c) to render judgment in cases of appeal brought before the Commission against the judgments of Rhine navigation tribunals of first instance (Article 37)
- (2) The Central Commission will prepare each year a report on the state of Rhine navigation.

Article 45 bis

- (1) The powers of the Central Commission provided for in Article 45(c) shall be exercised by a Chamber of Appeal consisting of one Judge and one Deputy for each contracting state.
- (2) The Central Commission shall appoint for a period of 6 years Judges and Deputies from the persons who shall be proposed for this purpose by each of the Contracting States and who must possess legal training or experience of Rhine Navigation.

(3) Any State may decline for a period of not less than one year to propose a Judge and a Deputy for the Chamber of Appeal.

(4) A member of the Chamber of Appeal may not be dismissed except by a unanimous decision of the Central Commission. The members of the Chamber of Appeal shall carry out their duties in full independence and shall not be bound by any instructions. They may not take part in a case of which they have already had cognisance in another capacity.

(5) The Deputy shall deputise for the appointed Judge when he cannot attend or in case of vacancy or objection.

(6) The Chamber of Appeal shall elect its Chairman from among the members with legal training. His appointment shall be for three years and may be renewed.

Article 45 ter

The Central Commission shall establish the procedural rules of the Chamber of Appeal.

Article 46

(1) Each Contracting State shall have one vote in the Central Commission.

(2) A vote may be given under reserve of later confirmation.

(3) Resolutions adopted unanimously shall be obligatory unless within one month one of the Contracting States informs the Central Commission that approval is refused or can be given only after agreement by its legislative bodies.

(4) Resolutions adopted by majority shall constitute recommendations. The same applies to resolutions adopted unanimously when a State refuses approval under the conditions foreseen in the previous paragraph.

(5) However, resolutions relative to the internal affairs of the Central Commission shall be valid when adopted by a majority of votes.

(6) Abstentions shall not be counted in the voting.

Article 47

Each of the Contracting States shall defray the expenses of its own Commissioners and of the members of the Chamber of Appeal designated on its proposal. The Central Commission shall decide its budget in advance for the following year and the Contracting States shall contribute equal proportions.

Article 48

This Convention is intended to replace the Convention regarding Rhine navigation of 31 March, 1831, the supplementary and additional articles to that Act as well as all the other resolutions concerning matters upon which rulings have been given in that Convention. It shall become effective on 1 July, 1869. It shall be ratified and the ratifications shall be exchanged at Mannheim within 6 months.

Annex A

has been abrogated

Annex B

concerning the raft certificate has not been reproduced
since rafts are no longer used.

B.

Final Protocol of 17 October 1868

Prior to signing the revised Convention on Rhine navigation drawn up between them in virtue of their full powers, the undersigned announced the following reservations and statements:

1. Concerning Article 1 of the Convention

It is agreed that the right of free navigation on the Rhine and its estuaries is not extended to the privileges which are granted only to vessels belonging to Rhine navigation or to those assimilated thereto.

2. Concerning Article 3 of the Convention

A. It was unanimously agreed that the stipulations of the first sub-paragraph of this article do not apply to the fees for opening or closing bridges which are charged on navigable water-ways other than the Rhine nor to duties charged for the use of artificial water-ways or engineering works such as locks, etc.

B. The Plenipotentiary of Prussia has drawn attention to the fact that on the Ruhr there is still charged a small navigation duty which his Government intends to abolish within a short time, but that he must reserve to his Government the selection of the date when this charge may be abolished.

The Plenipotentiary of the Netherlands declared that the officials in charge of the buoys on a part of the Meuse in the Limburg Duchy still impose small buoy duties which cannot be abolished without the cooperation of the Belgian Government and that, for this reason, he must reserve to his Government the execution of the provisions of the second sub-paragraph of Article 3 in regard to said part of the Meuse.

The other Plenipotentiaries raised no objections to these reservations.

3. Concerning Article 8 of the Convention

The free ports existing at present are the following:

In France: Strasbourg,

In Baden: Kehl, Maxau, Leopoldshafen, Mannheim,

In Bavaria: Neuburg, Spire, Ludwigshafen,

In Hessen: Mainz

In Prussia: Biebrich, Oberlahnstein, Coblenz, Cologne, Neuss,

Düsseldorf, Uerdingen, Duisburg, Ruhrort, Wesel, Emmerich,

In the Netherlands: Amsterdam, Rotterdam and Dordrecht.

(The whole of Protocol 4 on Article 15 was abrogated by the Convention of December 14, 1922 on the system of licences for Rhine watermen).

5. Concerning Article 22 of the Convention

A. It is agreed that the present method of indicating the extreme limit of the deepest permitted draught by means of iron staples shall be continued.

B. The renewal of the sides of a vessel shall be considered as an important change or repair.

C. As the stipulations in Article 17 of the Convention of 31 March 1831 concerning the tonnage of vessels belonging to Rhine navigation are based exclusively on the levying of recognition duties and as these duties are now abolished, it is not necessary to renew said stipulations. However, the High Contracting Parties will ensure that in future there shall always be opportunities to verify on their territory the capacity of vessels according to the method of measurement previously agreed between them.

6. Concerning Article 23 of the Convention

The term quintal is agreed to mean here or elsewhere in the text of this Convention the customs quintal of 50 kilograms.

7. Concerning Article 30 of the Convention

The Plenipotentiary of the Netherlands has declared that in the event of bridges being thrown over the water-ways which lead from the Rhine to the sea by Dordrecht, Rotterdam, Hellevoetsluis and Brielle and to which the provisions of Article 30 are not applicable, his Government would ensure that vessels and rafts are able to pass these bridges freely and without obstruction by suitable channels and that the facilities accorded during and after construction to Dutch watermen and raftsmen would be extended in the same manner to the watermen and raftsmen belonging to the other riparian States.

It should not be necessary to state that this declaration is without prejudice to the provisions contained in the second sub-paragraph of Article 2.

The other Plenipotentiaries gave their adherence to this declaration.

8. Concerning Article 32 of the Convention

The Plenipotentiary of France pointed out that, in the opinion of his Government, the provisions of this article in no way restrict the right of the riparian States to enforce police penalties for offences not referred to in the regulations drawn up by the High Contracting Parties.

This opinion was accepted by common agreement.

9. Concerning Article 47 of the Convention

A. This declaration has been abrogated.

B. In urgent matters members of the Central Commission may adopt resolutions by correspondence with the agreement of their Government.

C. This declaration has been abrogated.

C.

Convention regarding Rhine Navigation Certificates

December 14, 1922

Article 1

The right to navigate a vessel on the Rhine above Duisburg-Hochfeld Bridge is restricted to the holder of a Rhine navigation certificate granted by the competent authority of one of the contracting States. This restriction is not applicable to masters of vessels of less than 15 metric tons other than tugs.

Article 2

The certificate is granted for the whole of the Rhine or for specified sections. The certificate states the parts of the waterway over which the authorisation extends and the classes of vessels which the holder is authorised to navigate. It gives the right to navigate any vessel of the classes mentioned in the certificate, to whatever State the vessel may belong.

Article 3

The conditions in which the authorities mentioned in article 1 are bound to grant a master's certificate are fixed by a regulation drawn up by common agreement.

Article 4

The holder of a certificate who allows in any manner the certificate which has been granted to him to fall into the possession of a person who does not hold a similar document, with the intent to place that person in a position to navigate a vessel on the Rhine by virtue of such certificate, shall be punished, according to the circumstances, by the temporary or permanent withdrawal of the certificate.

Any individual who, not being furnished with a certificate in his own name, navigates a vessel on the Rhine by making use of a certificate which has been granted to another person, shall not be granted a navigation certificate during a period to be determined according to the circumstances of the case.

Article 5

The certificate shall be withdrawn by the State which granted it from a holder who has given proof of incompetence constituting a danger to navigation or who has been convicted either of repeated frauds on the customs or of grave misconduct. The withdrawal of the certificate may be temporary only. The withdrawal of a certificate is notified to the other authorities who are competent to issue certificates.

D.

Convention to amend the revised Convention
for Rhine Navigation signed at Mannheim,
17th October 1868

The Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the United Kingdom of Great Britain and Northern Ireland, the Kingdom of the Netherlands, the Swiss Confederation,

Having resolved to modify in part the revised Convention for Rhine Navigation, signed at Mannheim on the 17th October 1868, together with the later amendments to it, in order to adapt the organisation and working of the Central Commission to the present conditions of its work in the interest of international collaboration, it being understood that this limited revision shall not affect the fundamental principles of the Rhine Régime.

Have agreed unanimously to make to the revised Convention for the Navigation of the Rhine of 17th October 1868, and to its later amendments, the following amendments and additions.

Articles I and II have been combined in A above.

Article III

Abrogated:

1. Notice has been taken of this abrogation under A above.
2. Notice has been taken of this abrogation under B above.
3. The modus vivendi of 4th May 1936, and its Annex as concerns the Contracting States which it still binds.

Article IV

The Governments of the Contracting States shall agree together on the way in which a third State, which has been taking part in the Central Commission up until the date on which the present Convention comes into force, shall continue to take part in the Central Commission with rights analogous to those which it had formerly and with obligations comparable to those which lay upon it previously.

This third State shall have the rights and obligations of a contracting State as these shall be agreed with the Governments of the Contracting States.

Article V

The provisions of the Convention of Mannheim together with the later amendments to it, in so far as they are at present in force and are not revoked or modified by the present Convention, shall form an integral part of the present Convention.

Article VI

The present Convention shall be subject to ratification.

The instruments of ratification shall, in the shortest period of time possible, be deposited with the Secretariat of the Central Commission for preservation in its archives.

A report of the deposition of the instruments of ratification shall be made by the Secretary-General who shall transmit to each of the signatory States a copy, certified as identical, of the instruments of ratification together with the verbatim account of deposition.

Article VII

The present Convention shall come into force on the day following the deposition of the sixth instrument of ratification with the Secretariat of the Central Commission; the Secretariat shall inform the other signatory States.

Article VIII

The present Convention, prepared as a single copy in German, in French and in Dutch, the French text being authentic in case of divergencies, shall remain deposited in the archives of the Central Commission.

A copy certified as identical by the Secretary-General shall be transmitted to each of the Contracting States.

E.

Additional Protocol
signed at Strasbourg
October 25, 1972

to the Revised Convention for Rhine
Navigation signed at Mannheim on
17 October 1868

The Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the United Kingdom of Great Britain and Northern Ireland, the Kingdom of the Netherlands, the Swiss Confederation,

Considering:

that certain difficulties have arisen in regard to the application and the interpretation of some Articles of the Revised Convention for Rhine Navigation of 17 October 1868 as amended on 20 November 1963 (hereinafter designated 'the Convention');

that the Additional Protocol signed at Mannheim on 18 September 1895 to the Revised Convention for Rhine Navigation of 17 October 1868 no longer takes full account of the development of the system for punishment of offences in the different Contracting States and that adaptation is therefore necessary to new conditions, in particular by the option of making punishable through the intermediary of the administrative authorities, infringements of the police regulations in regard to navigation which have been decreed by common agreement;

Have agreed as follows:

Article 1

1. Each Contracting State shall undertake to make punishable the infringements referred to in Article 32 of the Convention either:
 - (a) by the procedure laid down in Articles 32 to 40 of the Convention;
 - or
 - (b) by a particular judicial procedure or by an appropriate administrative procedure.
2. A Contracting State which has recourse to the procedures referred to in paragraph 1(b) shall be required to ensure that:
 - (a) territorial jurisdiction belongs to the authority of the area in which the infringement has been committed;
 - (b) the decisions impose fines only within the limits laid down in Article 32 of the Convention;
 - (c) the said decisions are not put into force until at least one week has elapsed after notification to the person concerned;

(d) the person concerned has the opportunity of lodging an appeal within that period and of obtaining by this means examination and trial of the case by the Rhine Navigation Tribunal¹ of the area in which the infringement was committed.

3. The provisions of the first and third paragraphs of Article 36, Article 39 and the second paragraph of Article 40 and the assurance of notification at the domicile laid down in the third paragraph of Article 40 shall be equally applicable to the procedures laid down in paragraph 1(b).

4. The method of appeal against decisions taken as a result of the procedures referred to in paragraph 1(b) to the Higher Court of the Contracting State by virtue of Article 37 of the Convention may be replaced by another appropriate means of appeal to another higher judicial body of the same State, without prejudice to the opportunity of making an appeal to the Central Commission.

5. Executive decisions taken as a result of the procedures referred to in paragraph 1(b) shall have the same validity in law as the judgements and other decisions of the Rhine Navigation Tribunals, and shall be enforced in the other Contracting States by the authorities responsible for enforcing the decisions of the Rhine Navigation Tribunals.

Article II

The Contracting States shall exchange information, through the Secretary General of the Central Commission for the Navigation of the Rhine, on the legal and regulatory provisions they adopt in implementation of this Protocol.

Article III

The Additional Protocol signed at Mannheim of 18 September 1895 to the Revised Convention for Rhine Navigation of 17 October 1868 shall be abrogated on the date on which this Additional Protocol enters into force.

Article IV

This Additional Protocol shall be subject to ratification.

The instruments of ratification shall be deposited with the Secretariat of the Central Commission for preservation in its archives.

A certificate of deposit of instruments of ratification shall be drawn up by the Secretary General, who shall transmit to each of the signatory States a certified true copy of the instruments of ratification and of the certificate of deposit.

Article V

This Additional Protocol shall enter into force on the day following the deposit of the sixth instrument of ratification with the Secretariat of the Central Commission; the Secretariat shall inform the other signatory States thereof.

Article VI

This Additional Protocol, done in a single copy in German, in French and in Dutch, the French text being authentic in case of divergencies, shall remain deposited in the archives of the Central Commission.

A copy certified as true by the Secretary General shall be transmitted to each of the Contracting States.