



BRITISHROWING

HRSA Monthly Report

April 2021

Stephen Worley

TEAMWORK | OPEN TO ALL | COMMITMENT

Recovered Cardiac Arrest

In April there was another incident where a club member (a coach) collapsed outside the club and was treated using CPR by members of the club. This is remarkable as, according to the Resuscitation Council UK (RCUK) website, in the UK fewer than 10% of all the people in whom a resuscitation attempt is made outside hospital survive.

The coach was talking to a colleague when he collapsed, unconscious and apparently gasping for breath with a weak or non-existent pulse. After a few moments assessing him an ambulance was called and CPR was commenced. CPR was continued by several people in relay. The ambulance arrived soon after and the care was transferred to the paramedics.

The gasping for breath is called agonal breathing – it is classic in the very early stages of a cardiac arrest and is believed to result from a reaction in the brain to the low oxygen levels perfusing the brain. Agonal respiration is **not effective** and unfortunately it is often confused with normal respiration and this delays resuscitation.

The coach survived, he subsequently had two arterial stents inserted to treat blocked and partially blocked arteries. He is at home continuing to recover.

The people involved at the club were congratulated on the skilled and effective support that they provided. Our Honorary Medical Adviser commented that "everyone performed extremely well and that the patient can be grateful to his rowing club colleagues that he is doing so well". He also provided a copy of the latest (2021) European Guidelines on basic life support; this is included with this report. Information on basic life support in a simple format is available [here](#) and there are posters providing a step-by-step guide to Basic Life Support [here](#).

If you are interested in learning more about how to deliver CPR then, according to the RCUK website "training in CPR is provided by many organisations, and some classes also include instruction in the use of an AED. Many different kinds of training are provided, ranging from 'hands-on' classes with training manikins to purely internet-based distance-learning instruction. It is recommended that training should include practice on a training manikin.

Many ambulance services also teach the general public: contact your local service for further details.

The voluntary first aid organisations (for example St John Ambulance, St. Andrew's Ambulance, The British Red Cross and the Royal Life Saving Society) provide instruction; contact the branch nearest to you for details. There are also many private first aid training companies that provide training, and an internet search will identify those in your area. "

My favourite readily available resources are the Resuscitation Council UK Lifesaver Interactive films available [here](#).

CRSA Virtual Meetings

I was asked whether there were any Club Rowing Safety Adviser (CRSA) groups where people can discuss issues and how they are dealt with. My response was that some Regional Rowing Safety Advisers organise online meetings for the CRSAs in their region. Please discuss this with your RRSAs, there is a list of RRSAs [here](#)

Incidents in April

Eight hits bridge buttress, crew rescued, boat written off

An 8 containing beginner seniors approached a bridge, midriver, with the stream, struck a buttress, became stuck against it and capsized. The rowers and cox were taken out of the water into coaching launches.

The RNLI, Fire Brigade and PLA attended. Three rowers were treated for hypothermia. The boat was severely damaged and will be written off.

Clubs are reminded to provide extra supervision for beginners. It also helps to have mixed crews of beginners and more experienced rowers.

Avoid the centre

If I had a magic wand then I would insert a permanent double white line down the centre of each waterway and have lane markings on the Tideway. There have been many head on collisions in April in the centre of the waterway or an area of the Tideway where people are uncertain of where they should be. Please do not assume that straight sections of the waterway are really straight; taking a straight line round slight bends can take you to the into the path of another boat, as can cutting corners at bends. Rowers should be advised to exercise more situational awareness, know where they are, keep a good lookout and stay where they should be.

Debris in the water

It was pointed out in a recent Incident Report that the tree surgeons operating by Barnes Bridge ahead of the construction of the new bridge were seen discarding of logs and branches directly into the water. Please take care to avoid floating objects.

Lifejacket checks

One club reported that it has completed its bi-annual lifejacket checks and found one that had been fired so that the CO₂ cannister had been pierced and was empty. It had been repacked and then reused. This clearly should not have happened. There was a communication to the entire club emphasising the need to take extra care with lifejackets. Clubs are advised to [check all their lifejackets](#).

Close encounters with motor boats

There have also been many collisions with motor boats of all shapes and sizes, often because of the lack of skill or knowledge of the motor boat driver. Rowers should be advised to take extra care around motor boats and not to assume that the driver knows what he or she is doing.

The photo opposite shows the result of a collision with a narrow boat. The narrowboat was under the control of the owner's companion; this was the first time she had steered a narrowboat. She said that she had panicked and did not know which way to turn. The narrow boat was on the wrong side of the river, it did not reduce speed.



Take your medicines with you

One rower, who is allergic to wasp stings, was stung by a wasp that was inside her rowing shoe. Unfortunately her antihistamine was locked in her mother's car. Please take anything you may need with you when you go afloat.

Iowa incident in March

The incident in March was reported in last month's report, it involved the deaths of two student rowers.

I have been in correspondence with a journalist in Ames, Iowa who explained that as part of their reporting, they were looking at safety in the sport. The United States Rowing Association may not collect or report safety data, but they noticed that British Rowing does. He asked for a summary of British Rowing safety data from 2020. They have seen the incident analysis from 2019. They were trying to get some sense of how many safety incidents may happen each year, and what it takes to record them.

He also asked about the collection of rowing safety data in Scotland, Wales and Northern Ireland. Lastly, he asked if I was aware of any other national rowing organizations that collect safety data as British Rowing does. From what he could find, Canada and Australia do not.

I replied to say that we were aware of the tragedy at Iowa State and that our CEO expressed the condolences of British Rowing to the CEO of US Rowing. I explained that the most recent version of the analysis of Incident Reports, could be found [here](#) and further explained that this is an analysis of **reported** incidents. The results of this analysis are in the public domain on our website. They are also shared with FISA and with friends and colleagues in other countries.

Incident Reporting is all about the willingness of rowers and their coaches to report incidents. A culture of openness and willingness to share has developed in British Rowing, this has taken some years. There is more on this in my January report [here](#).

As far as I know, no other rowing NGB has a comparable system. I feel sure that they would like to have one and I have been discussing this with colleagues in Rowing Ireland. However it takes time to build the required culture to the level where people who report incidents trust the rest of the rowing community to treat the information that they provide with respect and discretion. We take great care to do this.

British Rowing supports rowing clubs in England and the British National Rowing Team. Rowing Ireland supports rowing in the island of Ireland. There are some rowing clubs in Scotland and Wales. Scottish Rowing has its own Incident Reporting system but, as far as I know, does not publish an analysis of incidents. Some Rowing Clubs in Wales use the British Rowing Incident Reporting system. Welsh Rowing supports rowing clubs in Wales but there is a great variety of styles of rowing in Wales.

Rowing is a safe sport but only because many people work hard to keep it safe. However, we all recognise that cold water kills. There is a Safety Alert on this [here](#) and an archive of Safety Alerts [here](#). We also publish comprehensive guidance and advice on Rowing Safety in [RowSafe](#). These, too, are in the public domain and are used by other organisations.

Return to Rowing following injury or illness

There was a detailed enquiry from a club as a result of a member wishing to return to rowing. This member had fractured their Clavicle (collar bone) two months previously; it has not healed and they are awaiting an operation.

My response was that I am not qualified to answer the medical questions but would advise that the rower does not row until you have clear answers to your questions. The person who knows best about your member's condition is likely to be their doctor or orthopaedic consultant. Rowing requires that upper body/shoulder bone and muscle configuration to be complete and undamaged. Someone from the club may need to explain the physical stresses involved in rowing and the doctor (or consultant) should then be able to advise on whether your rower should or should not row, at that time.

In the meantime I suggested that the club take the cautious approach and ask the rower to wait until their surgical treatment is complete and the surgeon has told them that they can resume rowing. It is always tempting for people to rush their recovery and attempt activities that they previously would have found normal. The brain is sometimes willing but the body may have other ideas.

In general, please remember that rowers who are injured, or have been ill, should give their body time to recover fully before they start to build up to strenuous exercise. If there is any doubt then seek medical advice and follow it.

RowSafe 2021

The updating of RowSafe to produce the 2021 version is complete and the new version is available on the [RowSafe](#) page of the website. All new text is highlighted so that it is easy to identify and a summary of changes will be available, also on the RowSafe page. The most significant changes are:-

- An explanation of the derivation of Safety Plans, Safety Rules and Emergency Plans
- The addition of a section containing safety advice for people new to rowing
- The Medical panel advice on what to do if someone collapses has been incorporated into the text
- Additional advice has been included on Lightning

A presentation has been prepared listing the 2021 updates. This will be posted on the [RowSafe](#) page of the website

Work with British Canoeing

There were several incidents involving interactions between rowers and canoeists. Information has been shared with my colleague at British Canoeing.

How should coaches rescue rowers

There was a suggestion at a school rowing club that coaches should complete the Open Water Lifeguard qualification to prepare them to enter the water to rescue rowers. There is more information on this qualification [here](#). My response was that this is neither appropriate nor safe, as explained below.

I think that it would help if we review some facts and let them guide the decisions.

1. Each year there are over 900 rowing capsizes reported to British Rowing, none have caused any significant harm. Simply put, capsizes are relatively common, they may cause rowers to become cold and wet but they all recover quickly. In theory capsizes could be harmful but in practice they are not.
2. The most recent accidental death of a rower on the water was that of Michael Hill in February 2016. Mr Hill was a coach on the Tideway. He fell from his launch into the river and subsequently drowned.

The suggestion that a coach should enter deep water, or wade far from the bank in fast flowing water, to attempt to rescue a rower should immediately be discounted. The first thing rescuers and first aiders are told is to ensure that they do not become casualties; if they do then they will not be able to help the person they are trying to rescue. The suggestion that a coach should enter deep water is simply wrong. Doing so would expose them to serious risk and be of no assistance to the casualty.

The Open Water Lifeguard qualification is relevant in the support of open water swimmers but is not relevant in support of rowers. Rowers are trained that if they capsize then they should use their boat as their liferaft. Swimmers do not have this option.

There are many positive actions that rowers, coaches and clubs can take to manage the risk of capsize, as follows:-

1. teach rowers good technique so that they do not capsize
2. teach rowers to keep a good lookout, to steer their boat and to do an emergency stop so that they can avoid a collision that could cause a capsize
3. teach rowers what to do if they do capsize
4. on the Tideway, ensure that rowers understand, and comply with, the Tideway Navigation Code.
5. ensure that coaches are competent to manoeuvre their launches so that they can rescue or support anyone who capsizes
6. ensure that coaches are equipped and competent to call for help (e.g. from the RNLI or from another coach on the water)
7. ensure that coaches are competent and equipped to deliver the first aid support likely to be needed.

We should be careful not to confuse qualification with competence. The Health and Safety Executive's explanation of competence is:-

*"Competence can be described as **the combination of training, skills, experience and knowledge that a person has and their ability to apply them to perform a task safely.** Other factors, such as attitude and physical ability, can also affect someone's competence. "*

We should also be careful not to put too much emphasis on qualifications alone.

Items 1 and item 2 (capsize prevention) are incorporated into the British Rowing Coach Education courses. I would expect all qualified or experienced coaches to be competent to do this. There is supporting information on collision avoidance [here](#) and in the Safety Alert [here](#), and on the emergency stop [here](#).

Item number 3 (teach rowers what to do if they do capsize) is covered in the training material on the British Rowing website. There is training for rowers and extended training for coaches and club officials [here](#). People completing either of the courses, and answering the questions correctly, are able to download a certificate.

Item number 4 (ensure that rowers understand, and comply with, the Tideway Navigation Code) can be achieved using the information on the Thames Regional Rowing Council website [here](#).

Item number 5 (coaches are competent to manoeuvre their launches so that they can rescue or support anyone who capsizes) is included in the syllabus of the RYA Level 2 Powerboat qualification. There is more information [here](#). This is highly relevant for inexperienced coaches driving launches, but less relevant for experienced coaches who are already competent.

Item number 6 (coaches are equipped and competent to call for help (e.g. from the RNLI or from another coach on the water)). Requires coaches to be equipped with a mobile phone or a radio (preferably a Marine Mobile Band (MMB) VHF radio so that they can call for help. (MMB channel 16, or 999 or 112 and ask for "Coastguard"). There is guidance on radio procedure in section 2.3 of [RowSafe](#).

Item number 7 (coaches are competent and equipped to deliver the first aid support likely to be needed) is a requirement of the British Rowing Club Coach Qualification. If a rower needs CPR when afloat then this can only be delivered effectively once they have been taken ashore. It is not possible to deliver effective CPR in a rowing boat. There is more information on this in the Safety Alert [here](#). The skills needed to manoeuvre a launch again become relevant.

There is a natural tendency for concerned people to put themselves at considerable risk to rescue someone. However, we should adopt an intelligent approach to rescue and do it in a way that is likely to be successful and involve the least risk to everyone.

Wear the right kit

A coach wrote to explain that his club will not allow rowers to go afloat in bulky clothing, or clothing made of materials likely to hold a lot of water such as heavy cotton / woollen tops and trousers, or loose fitting clothing, or woollen gloves.

Please ensure that rowers, particularly people new to rowing, at your club dress appropriately. If it is cold then layers are good but please ask them to avoid material that can absorb water and become heavy when wet."

Coach invited Juniors to enter the river

The mother of a junior rower wrote to ask whether asking juniors to jump in the river to get an idea of how cold the water is constitutes expected or normal practice. She was very cross that her daughter was asked to do this when the air temp was about 5° C.

At the end of an outing the coach invited all of the juniors to start getting used to the cold water by entering into the river at the end of every session. In the coaches absence, one junior did jump into the river. That night she felt quite unwell and developed a temperature. The junior is now reported to be “exploring what is available at a different club”.

My reply was that jumping into the water is absolutely not recommended and is not normal practice. I also explained that my latest Monthly Report (this was attached and is available [here](#)) described a double fatality in Iowa where rowers entered the water. I invited the mother to speak to the Club Rowing Safety Adviser as well as the coach. She was provided with several documents including the Cold Water Kills Safety Alert available [here](#).

In further discussions it became apparent that the coach was intending to acclimatise rowers to the cold water. Unfortunately the coach’s method is both ineffective and dangerous. The coach appears to have taken guidance given to open water swimmers and mis-applied it to the extent that it became distorted.

Open water swimmers swim in cold water (in this country at least) and most wear wetsuits. The guidance on cold water acclimatisation for open water swimmers is to do so in a gradual and progressive manner, not just to jump in. For example, [here](#) it says:-

Start by filling the tub with cold water and inch your way into the tub while practicing your breathing exercise and visualization. Once this is comfortable for you, gradually add ice to lower the temperature. Keep a thermometer handy to make sure the water stays above 60 degrees. This is American so the temperature is in Fahrenheit; 60 F = 15.5 C.

The RNLI has advice for cold water swimmers, [here](#):-

3. Acclimatise slowly to avoid cold water shock

It is important to enter the water slowly and allow time for your body to get used to the cold. Don't jump or dive straight in, as this could cause cold water shock. Ways to do this are to splash your face, back of your neck and try not to hold your breath.

The gasp reflex is the real danger. This involves a large and unrecoverable intake of breath as the skin cools rapidly. This alone can kill. The extent of the gasp depends on how rapidly the skin cools; the faster it cools, the bigger the gasp. The level of danger depends on whether the face is underwater when the gasp occurs.

The rate of skin cooling, and therefore the gasp reflex, is less of a problem to open water swimmers who are wearing wet suits. It is a huge problem for rowers whose bodies are warm after exercising and much of whose skin is not covered by an effective insulating layer.

The more positive approach is to do what Coach Educators teach Coaches to do and that is to explain the sequence of events that follows a capsize and how to survive and recover from one. This is covered in the [Cold Water & Hypothermia](#) online training in Row How.

They should simply be told that if they are going to capsize and fall into fall cold water then they should:-

- try to do so as slowly as possible and try to keep their face above water
- breathe in before their head goes under water.
- get clear of the boat and grab the boat or the rigger and keep hold of it
- they will feel terrible for the first minute or so but this will pass, a positive mental attitude helps, that is why it is important that they know that this will pass
- they then have 10 minutes or so to sort themselves out and, for example get on top of their boat
- they should then get off the water and to a place of safety

Providing they understand the steps outlined above, rowers who capsize will be safe.

Simply put, cold water acclimatisation does not help rowers and the method this coach used is dangerous.

Backstays in the Rules of Racing

The advice that “*The forward port and starboard rigger on all boats, other than single sculls, should be protected by a backstay.*” was issued by British Rowing in June 2013; it is still available [here](#).

This advice was provided in order to reduce the severity of injuries suffered during head-on collisions. It is explained in a Safety Alert [here](#), and specified in section 7.1 of [RowSafe](#). This advice was incorporated into the Rules of Racing in 2020 in *italics* so that it was guidance and not a rule.

In 2021 a new section, "7-2-9 Boat Design", was introduced into the [Rules of Racing](#); this contains the following:-

c. The forward port and starboard rigger on all boats, other than single sculls, should be protected by a backstay

The word "should" rather than "shall" was used to provide the flexibility needed for boats which cannot have backstays fitted, perhaps because there is no method of mounting them on the saxboards. However, backstays should not be regarded as optional on boats where they can safely be mounted.

There was also a question about whether reverse wing riggers (those positioned behind the rower, between the rower and the bow) perform the same function as backstays. My response was that, as far as safety is concerned, they almost do. In the event of a head-on collision they would tend to push the other rower away. They would probably not deflect and absorb energy but they may fracture.

Free access to online safety training.

Online training is available to British Rowing members on Row How but there are people, who are not yet members, who need access to this material. This includes volunteers who are motivated to support clubs and, for example, to help others to go afloat.

We do not want to tell people that they have to pay some money in order to volunteer. We want to be able to show them that British Rowing can help them to have a more productive and enjoyable volunteer experience.

This becomes more relevant as people return to rowing. Some regions are delivering, or planning to deliver, "Helpers Training". Please write to safety@britishrowing.org if you would like more information on "Helpers Training"

Free access was available to the online safety training material prior to 2020. This disappeared when Flash Player was no longer used.

There are two ways that potential members can gain free access to this material. The first simply requires people to register and provide an email address and the second is to "borrow" the login of an existing member. The first method is summarised in Appendix 1 and ensures that we have their names and contact details, etc. The second method gives us no information.

If we have the contact details of interested volunteers then we have an opportunity to explain the benefits of membership to them.

By registering, using the method described, they will only have access to the online learning, the Rower Development Guide and the Umpire Training. They will not have access to any of the other Coach Education material or to British Rowing Plus.

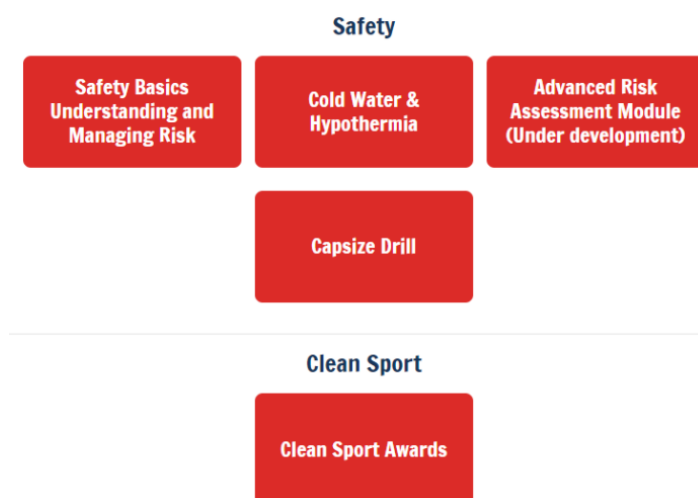
I feel that the more people who access the safety training then the safer rowing will be.

Towing a trailer in the European Union

There was a request for information on trailer towing abroad. There is some information on this on the British Rowing website in section 4.7 of the [Club Management Guide](#). There is further information in various websites. These are listed in Appendix 2.

A colleague has provided a presentation on towing a trailer. This is included with this report.

Now would be a good time to [check your trailer](#).



Safeguarding Risk Assessment

I was asked for my thoughts on using a risk assessment approach for safeguarding. My response was that the risk assessment model we use for rowing safety works well for all safety applications but may not work so well for Safeguarding. Our model for safety risk assessment looks for:-

- Hazards. = anything that can cause harm
- Hazardous Events = the events in which harm is caused
- Barriers = anything that reduces the probability of a hazard causing a hazardous event and
- Controls = anything that reduces the severity of harm once the hazardous event has occurred

There is a certain continuity in this approach in that any harm caused would occur at the rowing club as a result of a hazardous event.

My understanding of Safeguarding and Protecting is that "Safeguarding" is what we do to prevent harm, while "Protection" is the way in which we respond to harm. In rowing club terms safeguarding is all about ensuring that we do no harm and protection involves identifying harm that has been caused, usually not at the rowing club, and acting accordingly.

The continuity that exists in safety risk assessments is not present to the same extent with safeguarding as the incidents that result in harm often do not occur at the rowing club. I feel that the risk assessment approach to safeguarding may not be helpful.

In the first instance I feel that the preferred approach for a club would be to:-

- read and understand the British Rowing guidance (available [here](#)) and
- discuss any concerns with the Lead Safeguarding Officer at Iso@britishrowing.org.

Do Clubs require British Rowing Membership

I was asked about whether it is normal for clubs to require their members to become British Rowing members in view of the insurance cover that this provides. My response was that I would like to think that anyone, in this country, serious about rowing would want to be a member of British Rowing, if only to be a member of the "club" and support the sport. I know people in other countries that are members of British Rowing because they recognise the benefits and depend on the support that we provide.

My club also consists mostly of Masters and we do not insist that our members hold membership of British Rowing. However, most of our members have chosen to join. Many clubs do require their members to become members of British Rowing. Some integrate this as a requirement before people attend their Learn to Row sessions.

There is more information on how and why to join BR [here](#).

When to wear Lifejackets

I was asked when club members should wear lifejackets. My response was that coxes and anyone afloat in a launch should wear a lifejacket. Other than that the situation is not so simple.

If someone cannot swim then they should wear a lifejacket when afloat. If they say that they can swim then you can choose to take their word for it; you do not have to ask them to prove that they can swim. However, you could insist that they pass your swim test.

Please remember that the ability to swim in a nice warm pool is not proof that they will be able to swim in a cold river. We want people to be able to swim but we do not want them to have to swim. We also want people to be confident on the water, if they want to wear a lifejacket because they are not happy to be some distance from the land without one then provide them with one.

We tell people that if they capsize then they should get free of the boat, get out of the water and get off the water as quickly as they can. This often involves climbing on top of their inverted boat. This is very difficult when wearing an inflated lifejacket.

It is currently very difficult to run the capsize drill in indoor swimming pools. There are two online learning modules on the capsize drill (one for rowers and one for coaches and club officials) [here](#).

How you handle this depends on your risk assessment. It depends very much on the place where you row and the individuals involved. It is difficult to provide generic advice.

Article for the Membership Newsletter

An article has been provided for the next Membership Newsletter, it is entitled Back to Basics. Please look out for it when the newsletter is published.

"Received" but never "Roger"

There has been an extensive, but very amicable, discussion on the mis-use of the word "Roger" in radio transmissions.

The Radio procedure guidance in Row Safe is based on the competence needed in order to qualify for a Marine Radio Short Range Certificate. This the minimum requirement for the operation of marine VHF Radio equipment on a UK flagged vessel. This qualifies people to transmit on marine VHF radios. I think that this is the most appropriate guidance for people involved in rowing.

The test is administered by the RYA. I checked on the RYA and Ofcom websites (Ofcom is the UK licensing authority for radio transmission), and, in both cases, the pro-word "Received" is used and "Roger" is not. We also found the pre-course handout for a course on the RYA VHF Marine Radio Short Range Certificate. It says "*Received - Your message has been received and understood. In case of language difficulties the word Romeo may be used (not Roger)*". There is a similar statement in RowSafe.

The problem with the word "Roger" is that it has no intrinsic meaning; it is simply code for something else. The earlier code for "Received" in Morse was "R". The voice proword for "R" now is "Romeo"; "Romeo" does not have any intrinsic meaning either but at least it is the recognised phonetic for "R".

Appendix 1 - Setting up a free profile and accessing RowHow

To set up a profile

From the British Rowing home page, in the top banner,

Hover on *Sign In* and
click *Manage my account*

Click *Sign up*

The Sign Up screen will appear,
complete your details and
click *Sign up*

Select the relevant contact boxes and
click *Accept and Continue*

Your membership profile appears and you can complete and edit it

You will receive an email asking you to verify your account

To access RowHow

Log out of the membership system

From the British Rowing home page, in the top banner,

Hover on *Sign In* and
click *RowHow*

Enter your username and password, and
click *Log in*

The RowHow Dashboard will appear. You can access Online learning modules by clicking *Online Learning*.

Appendix 2 – Driving and Towing in the European Union

There is information [here](#) on:-

- Insurance and the need for a Green Card,
- the European Accident Statement form (not compulsory),
- travel visas for any EU trip which extends beyond 90 days within any 180-day period,
- the need to display a GB sticker,
- the need to carry a photo driving licence
- the circumstances in which an International Driving Permit is needed and how to obtain one
- the registration of trailers over 3,500 kg
- carrying the vehicle registration document (V5C)

There is information [here](#) on:-

- Green Cards
- Documents to carry
- Driving licence requirements
- European requirements of tow bars
- The need for new mirrors
- Speed limits when towing

There is information [here](#) on:-

- Visiting the EU, Switzerland, Norway, Iceland or Liechtenstein
- Passports
- The European Health Insurance Card (EHIC)
- The circumstances in which visas are needed
- Queueing at Border Control
- Taking meat and dairy products into the EU
- Taking fruits, vegetables, plants and plant products into the EU

There is comprehensive information on speed limits [here](#) and [here](#).

There is information [here](#) on:-

- Bike racks
- Number plates
- Outfits over 12m
- Vehicles exceeding 3,500kg in France
- Low emission zones
- Breathalysers in France
- Satellite navigation systems and dash cams
- Headlights and
- Fire extinguishers

There is information relating to Germany [here](#) on:-

- Licences and documentation
- Compulsory equipment when driving in Germany
- Driving rules in Germany
- Speed limits
- Traffic lights
- Alcohol consumption
- Seatbelts and child safety
- Priority on the road
- Overtaking
- Towing and
- Parking

There is information [here](#) and [here](#) on the Registration of trailers for business and commercial purposes with a gross weight is over 750kg, (applies to **all** trailers over 3500kg.)