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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport
(Forty-ninth session, 18-20 October 2005,
agenda item 9)

**IMPLEMENTATION OF CONVENTIONS AND APPLICATION
OF RESOLUTIONS RELATING TO INLAND NAVIGATION**

Note by the secretariat

The secretariat reproduces below an update of document TRANS/SC.3/2004/16 concerning the status of application by Governments of all valid resolutions of the Working Party on Inland Water Transport as listed below.

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**LIST OF RESOLUTIONS OF THE WORKING PARTY ON INLAND WATER
TRANSPORT WHICH HAVE NEITHER BEEN SUPERSEDED
NOR OTHERWISE BECOME INVALID**

| <u>No.</u> | <u>Title of resolution</u> |
|---------------|---|
| 10 | Noise Abatement in the Wheelhouse and Living Quarters of Vessels (TRANS/333, annex 3 and TRANS/SC.3/131) |
| 11 | Abatement of the Noise Produced by Motor Vessels (TRANS/333, annex 4 and TRANS/SC.3/131) |
| 13 revised | International Certificate (international card) for Pleasure Craft (TRANS/SC.3/118, annex 2 and TRANS/SC.3/131) |
| 14 revised | International Certificate (international card) concerning the Competence of Pleasure-Craft Operators (TRANS/SC.3/96 and TRANS/SC.3/131) |
| 15 | Ship-Borne Barges (TRANS/SC.3/83, annex 2 and TRANS/SC.3/131) |
| 17 revised | Recommendations on Technical Requirements for Inland Navigation Vessels (originally in: TRANS/SC.3/103, annex 1 and TRANS/SC.3/104 and Corr.1; in TRANS/SC.3/131 as amended by resolution No.28) |
| 21 | Prevention of Water Pollution by Inland Navigation Vessels (TRANS/SC.3/107 and TRANS/SC.3/131) |
| 22 | SIGNI - Signs and Signals on Inland Waterways. Additions and Amendments to resolution No. 16, annex (originally in: TRANS/SC.3/107, annex 2 and TRANS/SC.3/108; revised edition in: TRANS/SC.3/108/Rev.1) |
| 23 | Application of the Recommendations on Technical Requirements for Inland Navigation Vessels (annex to resolution No. 17, revised) to existing vessels (TRANS/SC.3/131) |
| 24 | European Code for Inland Waterways (CEVNI) (originally in: TRANS/SC.3/114, annex 2 and TRANS/SC.3/115; revised edition in: TRANS/SC.3/115/Rev.2) |
| 25 | Guidelines for Passenger Vessels also suited for carrying Disabled Persons (TRANS/SC.3/118 and TRANS/SC.3/131) |
| 26 | Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Add.1) |
| 27 | Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Add.2) |

- 28 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.1)
Re: Chapter 4: “Stability and subdivision”
- 29 Additions and amendments to resolution No. 22 on SIGNI: Signs and Signals on Inland Waterways (TRANS/SC.3/108/Add.1 and Corr.1)
- 30 Classification of European Inland Waterways (TRANS/SC.3/131)
- 31 Recommendations on Minimum Requirements for the Issuance of Boatmaster’s Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (TRANS/SC.3/131)
- 32 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.2)
Re: new chapter 11 bis: “Hoisting devices of wheelhouses of inland navigation vessels”
- 33 Ship’s Certificate (TRANS/SC.3/131)
- 34 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.2)
Re: Chapter 1: “General provisions” (navigational zones)
- 35 Standardized UNECE vocabulary for radio connections in inland navigation (TRANS/SC.3/141 and Corr.1); a publication with the symbol ECE/TRANS/NONE/97/92 rectified by Corrigendum 1, also exists in English, French, German, Dutch and Russian)
- 36 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.3)
Re: Chapter 8: “Anchoring, mooring and towing” (anchors and chains)
- 37 Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Add.3)
Re: Chapter 1 and annex 1
- 38 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.3)
Re: Chapter 14: “Pushers and self-propelled vessels, pushed barges and pushed convoys” (coupling devices)
- 39 Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Rev.1/Amend.1)
Re: New chapter 8: Complementary provisions (reporting requirements)
- 40 International Certificate for Operators of Pleasure Craft (TRANS/SC.3/147 and Corr.1)
- 41 Pleasure Craft Used Exclusively for Pleasure Navigation (TRANS/SC.3/148)

- 42 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.4)
Re: New chapter 1 bis: “Procedure and rules for the inspection of inland navigation vessels”
- 43 Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Rev.1/Amend.2)
Re: Article 4.04: “Radiotelephony”
- 44 Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Rev.1/Amend.2)
Re: New chapter 9: “Prevention of pollution of water and disposal of waste occurring on board vessels”
- 45 Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/115/Rev.1/Amend.2)
Re: mainly chapter 3 and Annex 3
- 46 Additions and amendments to resolution No.24 on CEVNI - European Code for Inland Navigation (TRANS/SC.3/2000/3)
Re: Annexes 4 and 5
- 47 Additions and amendments to resolution No.24 on CEVNI: European Code for Inland Navigation (TRANS/SC.3/2000/4)
Re: Addition containing specific requirements in the national regulations of Belarus, Kazakhstan, the Republic of Moldova, the Russian Federation and Ukraine that differ at present from the provisions of CEVNI. It has been included in CEVNI for information purposes only and the Governments do not envisage its implementation except on the inland waterways in question
- 48 Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (TRANS/SC.3/156)
- 49 The Inventory of most important bottlenecks and missing links in the E waterway network (TRANS/SC.3/159 and Corr.1)
- 50 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.5)
Re: New chapter 18: “Prevention of water pollution”
- 51 Additions and amendments to resolution No. 22 on SIGNI: Signs and Signals on Inland Waterways (TRANS/SC.3/2003/4)
- 52 European recreational inland navigation network (TRANS/SC.3/164)

- 53 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.6)
Re: Safety signs and signals to be used on board inland navigation vessels
- 54 Additions and amendments to resolution No. 24 on CEVNI: European Code for Inland Waterways (TRANS/SC.3/115/Rev.2/Amend.1). Re: Mainly, provisions on navigation in reduced visibility and on high-speed vessels
- 55 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.6)
Re: Exhaust and pollutant particulate emissions from diesel engines
- 56 Amendments to resolution No. 17, revised: Recommendations on Technical Requirements for Inland Navigation Vessels (TRANS/SC.3/104/Add.6)
Re: New chapter 19 on minimum manning and working and rest hours of crews of inland navigation vessels engaged in international shipping
- 57 Guidelines and Recommendations for River Information Services (RIS) (TRANS/SC.3/165)
- 58 Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (TRANS/SC.3/166 and Corr.1)

Note by the secretariat: The texts of all the resolutions mentioned above are available for consultation on the UNECE Web site: <http://www.unece.org/trans/main/sc3/sc3/sc3fdoc.html>

Status of application of resolutions ^{*/}

| Resolution No. | 10 | 11 | 13, rev. | 15 | 17 rév. ^{**/} | 21 | 22 ^{***/} | 23 | 24 ^{****/} | 25 |
|------------------------|------------------|-----------------|------------------|------------------|---------------------------|------------------|--------------------|------------------|---------------------|------------------|
| Austria | A ^{1/} | A ^{2/} | A ^{3/} | | A ^{4/} | A ^{5/} | | A ^{4/} | A ^{6/} | |
| Belarus | | | | | A ^{61/} | | | | P | |
| Belgium | | | | | A ^{10/} | A | | A ^{11/} | | |
| Bulgaria | | | | | A | A | | | | A ^{13/} |
| Croatia | A | A | A | N | A ^{62/} | A | A | A | A | C |
| Czech Republic | A | A | A ^{15/} | C | A | A | A | A | A | A |
| Finland | | | | | C | A | | C | | |
| France | A | A | A ^{19/} | N ^{20/} | A | N ^{21/} | C ^{22/} | A | C ^{22/} | A ^{23/} |
| Germany | | | A ^{26/} | | A ^{27/} | A | A ^{28/} | N | A ^{29/} | A ^{30/} |
| Hungary | | | A ^{33/} | A | A | A | A | A | A | A ^{34/} |
| Ireland | | | | | | | | | | |
| Italy | | | | A ^{37/} | | | | | | |
| Lithuania | A | A | A | N ^{60/} | A | A | A | A | A | C |
| Luxembourg | A | C | A | A | C | A ^{39/} | A | C | C | C |
| Moldova | C | C | C | | C | A | | C | | A ^{42/} |
| Netherlands | | A | A ^{43/} | A | A | | A | | A | |
| Poland | A | A | C | N | A | A | A | A | A | A ^{45/} |
| Romania ^{47/} | C | C | C | N | A | A | A | A | A | A |
| Russian Federation | p ^{48/} | P | | C | A ^{50/} | A ^{50/} | P | p ^{50/} | P | C |
| Slovakia | A | A | A ^{51/} | A | A | A | A | A | A | A ^{66/} |
| Switzerland | A | A | N ^{52/} | N | A ^{49/} | A | A | A | A | N ^{53/} |
| Ukraine | P | P | N | A | A ^{63/} | A | N | A | A | N |
| United Kingdom | | | A ^{55/} | | N | N | | N | N | A ^{56/} |
| United States | | | | A ^{58/} | | | | | | |
| Serbia and Montenegro | | | | A | | A | | | | |

*/ Legend: A - Resolution is applied
C - Application is under consideration
N - Resolution is not applied
P - Resolution is applied in part
Blank - No information is available

**/ As amended by resolutions Nos. 28, 32, 34, 36, 38, 42, 50, 53, 55 and 56.

***/ As amended by resolutions Nos. 29 and 51.

****/ As amended by resolutions Nos. 26, 27, 37, 39, 43-47 and 54.

| Resolution No. | 30 | 31 | 33 | 35 | 14 rév./40 | 41 | 48 | 52 | 57 | 58 |
|------------------------|----|------------------|------------------|----|-------------------------------------|----|----|----|----|----|
| Austria | | A ^{7/} | A ^{8/} | | A ^{9/} /A | | | | | |
| Belarus | | | | | -/P ^{64/} | | N | A | N | N |
| Belgium | A | | A ^{11/} | | A ^{12/} /- | | | | | |
| Bulgaria | | | | | A ^{14/} /- | | | | | |
| Croatia | A | C | A | C | N/A | C | | | | |
| Czech Republic | A | A | A | P | -/A ^{16/} | A | | | | |
| Finland | A | A ^{17/} | | | A ^{18/} /- | | | | | |
| France | A | A | A | A | A ^{24/} /C ^{25/} | A | | | | |
| Germany | A | A ^{31/} | A ^{32/} | A | -/A ^{70/} | A | | | | |
| Hungary | A | A ^{35/} | | | A ^{36/} /- | | | | | |
| Ireland | | | | | -/A ^{69/} | | | | | |
| Italy | | | | | A ^{38/} /- | | | | | |
| Lithuania | A | A | A | A | -/A | A | C | | | |
| Luxembourg | A | A ^{40/} | C | | -/A ^{41/} | A | | | | |
| Moldova | A | A | A | | C/- | | | | | |
| Netherlands | A | | A | | A ^{44/} / A ^{59/} | | | | | |
| Poland | C | A | A | A | A ^{46/} /- | | | | | |
| Romania ^{47/} | A | A | A | | C/- | | | | | |
| Russian Federation | P | P | A ^{50/} | P | -/C ^{65/} | C | | | | |
| Slovakia | A | A ^{67/} | A ^{68/} | A | -/A | A | | | | |
| Switzerland | A | N | N | N | A ^{54/} /C | C | A | C | A | A |
| Ukraine | A | A | A | N | N/N | N | | | | |
| United Kingdom | | | | | -/A ^{57/} | | | | | |
| United States | | | | | | | | | | |
| Serbia and Montenegro | | | | | | | | | | |

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NOTES TO THE TABLE

- 1/ Implemented by regulation (Wasserstraßen-Verkehrsordnung, BGBl. Nr. 265/1993; Schiffstechnikverordnung, BGBl. Nr. 450/1993 idF 1058/1994).
- 2/ Implemented by regulations (Wasserstraßen-Verkehrsordnung, BGBl. Nr. 265/1993), Seen- und Fluß-Verkehrsordnung, BGBl. Nr. 42/1990, (Schiffstechnikverordnung, BGBl. Nr. 450/1993 idF 1058/1994).
- 3/ Implemented by law (Schiffahrtsgesetz 1990 BGBl. Nr. 87/1989 idF BGBl. Nr. 452/1992) and further specified by regulation (Schiffszulassungsverordnung, BGBl. Nr. 188/1990 idF BGBl. Nr. 567/1994 and 353/1996).
- 4/ Implemented by regulation (Schiffstechnikverordnung BGBl. Nr. 450/1993 idF BGBl. Nr. 1058/1994).
- 5/ Implemented by regulation (Schiffstechnikverordnung BGBl. Nr. 450/1993 idF BGBl. Nr. 1058/1994; Wasserstraßen-Verkehrsordnung, BGBl. Nr. 265/1993).
- 6/ Implemented by regulation (Wasserstraßen-Verkehrsordnung BGBl. Nr. 265/1993).
- 7/ Implemented by law (Schiffahrtsgesetz 1990, BGBl. Nr. 87/1989 idF BGBl. Nr. 452/1992 and 429/1995) and further specified by regulation (Schiffsführerverordnung, BGBl. Nr. 1989/1990).
- 8/ Implemented by regulation (Schiffszulassungsverordnung, BGBl. Nr. 188/1990 idF BGBl. Nr. 567/1994 and 353/1996)
- 9/ Implemented by regulation (Schiffstechnikverordnung BGBl. Nr. 450/1993 idF BGBl. Nr. 1058/1994).
- 10/ Inland navigation vessels must conform to technical requirements established by the Royal Decree of 1 June 1993. This Decree incorporates EC Directive 82/714/EEC in the national legislation of Belgium. The EC Directive is based on the 1996 Rhine Vessel Inspection Regulations from which the revised resolution No. 17 has been derived.
- 11/ The Community Certificate for inland navigation vessels was introduced into the national legislation of Belgium by the Royal Decree of 1 June 1993 in line with EC Directive 82/714/EEC. The Community Certificate is to a large extent similar to the certificate proposed by resolution No. 33.
- 12/ There is no objection to the acceptance by the competent Belgian authorities of certificates issued by the authorities of another country. The Royal Decree of 2 June 1993 introduced a boatmaster's certificate for navigation on Belgian inland waterways with regard to certain categories of pleasure boats.
- 13/ From the point of view of design (passenger areas, door sills, coamings, gangway gradients and cross-pieces, and protection against fire), the Bulgarian passenger vessels navigating on the Danube, namely the "Sofia" and the "Ruse", which were built at Degendorf (Netherlands) in 1983, satisfy the requirements for the carriage of disabled persons. However, a toilet and a washroom have to be specially adapted, an additional handrail has to be installed on the guard rails of gangways and the corresponding markings and indications have to be provided.
- 14/ The competent Bulgarian authorities, through the State Office for the Inspection of Navigation, issue international certificates in conformity with the provisions of resolution No. 14, revised (TRANS/SC.3/R.100/Add.1).

15/ This resolution was accepted and has been applied through national legislation since 1 October 1995. The international certificate (international card) for pleasure craft and other certificates issued abroad for small pleasure craft are accepted for craft up to 20 m in length with a passenger capacity of not more than 12 persons if such craft are used by foreign nationals. For larger craft, an operating licence issued by the competent authority must be obtained if the international treaty to which the Czech Republic is a Contracting Party does not provide otherwise. The competent authority is:

Štátní Plavební Správa (National Navigation Authority), Jankovcova 6, CZ-170 04 PRAHA.

16/ The competent authority of the Czech Republic for the issue of certificates of competence for pleasure-craft operators is:

Štátní Plavební Správa (National Navigation Authority), Jankovcova 6, CZ-170 04 PRAHA.

17/ The training of inland watercraft operators in Finland meets the standards of resolution No. 31, except for the European Code Inland Waterways (CEVNI, document TRANS/SC.3/115) which is not being taught as it is not in use in Finland.

According to Finnish legislation, certificates cannot be granted automatically to foreigners wishing to serve on board Finnish vessels. Certificates are granted only when Finnish training authorities have established the equivalence of the exams. In addition, the applicant must have sufficient knowledge of Finnish or Swedish.

18/ The conditions governing the issue of the international certificate for pleasure-craft operators are the following:

- (a) Persons holding a certificate of proficiency as a merchant marine navigator of any grade and a naval officer or non-commissioned officer of at least the rank of petty officer, second class, may present their original certificates;
- (b) "Amateurs" shall pass an examination before an examiner appointed by the National Board of Navigation.

All international certificates are issued by the National Board of Navigation. No club or private body is authorized to issue an international card or an international certificate (TRANS/SC.3/R.87).

19/ On 15 April 1988, France accepted resolution No. 13, revised, concerning the international certificate for pleasure craft. When the directives were given to the supervisory commissions for the issue of international certificates in conformity with the provisions of resolution No. 13, revised, it was stipulated that these provisions were applicable only to small inland navigation vessels, designed for normal pleasure trips, to the exclusion of passenger vessels carrying 12 or more passengers, former cargo vessels no longer in service, the interiors of which have been converted into houseboat accommodation but which, because of their dimensions, cannot be considered to be standard pleasure craft, and high-speed sports boats.

As a result, pleasure craft of a maximum length of 15 metres, carrying fewer than 15 persons, and designed to travel normally at speeds of less than 20 km/h, referred to as "narrowboats", may travel freely on the inland waterways of the zone defined in the ministerial decree of 17 March 1988, if they carry the international certificate for pleasure craft on inland waterways, issued in conformity with the provisions of resolution No. 13, revised, by any State which has accepted the said resolution.

The authorities competent to issue this certificate will be the chairmen of the shipping supervisory commissions.

The competent French authorities will implement this resolution on French inland waterways only. The certificate should therefore specify "inland waterways". ("Inland waterways" means rivers and canals, except for the Rhine and the Moselle.)

Where offshore waters are concerned, however, the documents referred to in the maritime conventions or in bilateral agreements will continue to be required (basically, the proof that a vessel has a right to fly the flag of the flag State). These documents are also recognized as valid on inland waters.

20/ This resolution is not widely applied as it relates mainly to sea-going vessels.

21/ This resolution is to be introduced in stages.

22/ These resolutions concern the traffic police and are to be introduced with the next amendment of the general police regulations (Decree No. 73-912 of 27 September 1973).

23/ The French regulations include the possibility of carrying a certain percentage of disabled persons on board passenger ships. The availability of the required equipment on board these ships is therefore envisaged.

24/ Decree No. 91-731 of 23 July 1991 concerning the crew and operation of vessels sailing or anchoring on inland waterways provides, in article 13, that the international certificate concerning the competence of pleasure-craft operators issued pursuant to the provisions of resolution No. 14, revised, presented by an operator piloting a pleasure craft designed and equipped to sail at less than 20 km/h with an overall hull length of 15 metres or less, is the equivalent of the category "C" certificate issued by France for the operation of pleasure craft.

The certificate is not, however, required when the vessel is chartered and has previously received the approval of the competent authorities, in which case the operator is in possession of a pleasure-craft card issued by the charterer.

Operators of sports craft, designed and equipped for a sporting activity and in particular for sailing at speeds greater than 20 km/h, or of pleasure barges more than 15 metres long, must be in possession either of the appropriate French document or of a document recognized under a reciprocal agreement between France and the operator's country of origin.

These provisions are applicable immediately. During any check made by the competent authorities, vessel operators may be required to produce the international certificate.

25/ France will issue the international certificate for pleasure-craft operators, in implementation of the relevant provisions of resolution No. 40, following the adoption of the forthcoming decree on the operation of vessels.

26/ The resolution has been incorporated into national law. The documents will be issued by the associations authorized to do so.

27/ In the context of European Union legislation and the follow-up of CCNR decisions. Germany accepts resolution No.50 amending the annex to resolution No. 17, revised, with technical requirements for the prevention of pollution from vessels.

Resolution No. 56 on minimum manning and work and rest hours of crews corresponds to the German manning requirements and is therefore already applied. Furthermore, Germany has amended its legislation and, in accordance with section 112(3) no.2 of the Inland Vessels (Surveys and Certification) Ordinance, recognizes service records complying with Resolution No. 56 that are kept by holders from other States on foreign vessels, if the relevant State of origin has implemented the aforementioned UNECE resolution.

28/ The recommendations were taken into consideration when the Police Regulations for Inland Navigation were revised.

29/ The recommendations of CEVNI were incorporated to the widest possible extent into national Police Regulations for Inland Navigation. The two addenda have been also taken into consideration in the course of the revisions of the Police Regulations, in the light of national conditions.

30/ The application of resolution No. 25 is recommended by the Government for both new and reconstructed vessels.

31/ In national legislation, however, such as the Binnenschifferpatentverordnung (Ordinance on Boatmaster's Licences in Inland Navigation), the requirements for obtaining a boatmaster's licence and the examination programme to some extent go beyond the minimum requirements as set out in resolution No. 31.

32/ Such certificates will not be issued by the German authorities (in view of the applicable provisions of the Central Commission for the Navigation of the Rhine and of the European Community).

33/ In Hungary, resolutions Nos. 13 and 14 have already been applied for about 10 years. A wealth of experience has been gained in the implementation of those resolutions, which facilitate international navigation for pleasure. On the basis of that experience, Hungarian experts have participated actively in the revision of resolutions Nos. 13 and 14, and their proposals have contributed to the improvement of their annexes. New versions of the documents are now being prepared, to take into account the new elements introduced into resolution No. 13 during its revision.

Over the many years that these resolutions have been applied, the Hungarian authorities have not received a single report of difficulties connected with their application.

34/ The annex to resolution No. 25 is used in the daily practice of the control bodies responsible for the technical supervision of navigation. The provisions of this resolution will be taken into account in the revision of social, health and some technical standards for inland navigation vessels in Hungary.

35/ In 1995, the Hungarian Ministry of Transport, Communications and Water Resource Management issued decree No. 2/1995 (II.24) KHVM on navigation certificates and on testing procedures.

The regulations in question fully satisfy the requirements of the Recommendations of resolution No. 31 and those of the Danube Commission regarding professional qualifications. Some of the Hungarian regulations are, however, more exacting than the above-mentioned Recommendations.

Boatmaster's/master's certificates are issued for specific sectors of the river (no certificate is issued for the river as a whole).

The Hungarian authorities insist on the following:

- the radar navigation certificate must be issued in accordance with the Rhine regulations;
- during testing of knowledge of the waterway, the candidate must demonstrate familiarity with the dangerous and complicated portions of the sector in question by entering navigational information on the outline chart;
- a basic command of Russian or German navigation terminology must be demonstrated.

Holders of the Rhine boatmaster's certificate may apply for recognition of the equivalence of their certificate. In such cases, they may be issued with a category "A" boatmaster's certificate. For full recognition, they must pass an examination on the following:

- knowledge of the rules of the road and rules of navigation;

- knowledge of the waterway;
- basic knowledge of the law;
- knowledge of ADN;
- knowledge of Danube radio communications.

Candidates must also show by means of the ship's log or their service record that they have successfully completed eight downstream and eight upstream passages through the relevant sector of the Danube.

For candidates who do not hold a Rhine boatmaster's certificate but have some other document authorizing them to navigate on inland waterways in the Netherlands or the Rhine basin, the Hungarian authorities may specify the subject areas to be tested and the type of certificate to be issued to the candidate.

The competent Hungarian authorities are prepared to recognize the equivalence of Rhine radar navigation certificates without further examination, on a reciprocal basis.

36/ Since 1 July 1983, the international certificate (international card) concerning the competence of pleasure-craft operators (resolution No. 14, revised) has been issued in Hungary by the newly established General Inspectorate for Transport (TRANS/SC.3/R.100).

37/ The Italian authorities accept resolution No. 15 on the conditions mentioned below.

With regard to the registration of ship-borne barges, the Italian authorities are prepared to accept the requirement that such barges should be registered in either a maritime register or, of course, an inland-shipping register, provided that dual registration is excluded. In this connection, a solution that might be adopted is that the barge shall be registered in one or the other of these registers according to where it is mainly used: on inland waterways or at sea. The Italian authorities also advocate maintenance of a principle that goods on board barges, at any rate when the latter are floated, are to be discharged during the sea or inland-waterway voyage, with an absolute ban on taking aboard en route, whether on the outward or on the return voyage, goods other than those intended to be transferred by the same barge to the barge-carrier for the new voyage on intercontinental maritime routes.

Incidentally, attention is drawn to the fact that no payment, whether in the form of taxes or in that of tolls of any kind, is levied on Italian inland waterways. However, the principle that such barges are subject to the same fiscal regime as other inland navigation vessels has been accepted (TRANS/SC.3/R.19).

38/ International certificates (or cards) of the kind in question, issued by foreign Governments or by foreign competent bodies are recognized as valid documents in Italian waters, solely for the purposes of pleasure navigation, without restrictions other than those provided for in the documents themselves.

Regarding, specifically, the certificate (or card) concerning the competence of pleasure-craft operators, it may be pointed out that, in accordance with Act No. 50 of the Italian Republic of 11 February 1971, the said certificate may also be regarded as a valid document for the operation of craft flying the Italian flag.

Certificates of this kind are not yet issued to Italian nationals travelling abroad, since such an innovation would necessitate legislative amendments. These will, however, be issued in the near future (TRANS/SC.3/R.87/Add.1).

39/ The Strasbourg Convention on Collection, Discharge and Reception of Waste arising from Rhine and Inland Navigation was ratified by the Bill of 13 January 2002.

40/ In view of the extremely small number of persons concerned by the issue of an inland navigation boatmaster's certificate, Luxembourg long ago decided not to issue a specifically national document, but to recognize documents issued by other States members of the Economic Commission for Europe. Recognition is provided for under article 15 of the Grand-Ducal regulation of 29 April 2002 concerning the carriage of passengers on the Moselle and articles 1 and 2 of the Grand-Ducal regulation of 29 April 2002 implementing Council Directive No. 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmaster's certificates for the carriage of goods and passengers by inland waterway.

41/ The competent authority in this regard is:

Commissariat aux Affaires Maritimes, Monsieur Marc Glodt, B.P. 2636, L-1026 Luxembourg.

42/ The provisions of resolution No. 25 will be applied only to newly built vessels.

43/ The Government of the Netherlands accepts resolution No. 13, revised, concerning the international certificate (international card) for pleasure craft, as contained in document TRANS/SC.3/118, annex 2, of 27 November 1986.

At present no legal requirements for the construction and fitting out of pleasure craft exist in the Netherlands. It is understood, however, that, if such requirements are introduced in the Netherlands, holders of the international certificate (card) referred to in resolution No. 13, revised, will not be exempt from them.

In the Netherlands, the following non-governmental bodies are authorized to issue the international certificate for pleasure craft:

- Koninklijke Nederlandse Toeristenbond (ANWB) at the Hague;
- Koninklijke Nederlandse Watersport Verbond (KNWV) at Bunnik;
- Koninklijke Nederlandse Motorboot Club (KNMC) at Utrecht.

44/ The Netherlands authorities are prepared to accept resolution No. 14, revised, on the international certificate (international card) concerning the competence of pleasure-craft operators, under the following conditions:

The Netherlands Government is prepared to accept the international certificate and international card on a basis of reciprocity, provided that the certificate or card was issued by the competent authorities of the country concerned.

In the case of a pleasure craft 15 metres long or longer, or a motorized craft capable of a speed exceeding 20 km/h, the Netherlands authorities reserve the right to check whether the holder of the international certificate or card has actually passed a valid test.

The international certificates and cards issued by the Netherlands authorities will distinguish between pleasure-craft categories and different navigation zones as follows:

Pleasure-craft categories:

- (a) Pleasure craft for which a navigation certificate is required under the Netherlands law concerning inland navigation vessels, i.e. vessels 15 metres long or longer and motorized craft capable of a speed exceeding 20 km/h;
- (b) Other pleasure craft will be exempt from the requirement for a navigation certificate.

Navigation zones:

- I. Rivers, canals and lakes in the Netherlands;

II. All waterways in the Netherlands.

The international certificates and cards issued in the Netherlands to operators of category (b) pleasure craft will be valid for navigation zone II.

The following four water sports federations are authorized to issue the International Certificate (International Card) concerning the Competence of Pleasure-Craft Operators, referred to in Resolution No. 14, revised :

- Koninklijke Nederlandse Toeristenbond (ANWB) (Royal Netherlands Touring Federation);
- Koninklijke Nederlandse Watersport Verbond (KWV) (Royal Netherlands Water Sports Federation)
- Koninklijke Nederlandse Motorboot Club (KNMC) (Royal Netherlands Power-Boat Federation)
- Nederlandse Waterskibond (NWB) (Netherlands Water-Ski Federation) (TRANS/SC.3/R.100/Add.2)

45/ Measures have been taken in order to incorporate several recommendations of the resolution in the national requirements. Some of these recommendations, such as sound signals and optical signs, have been incorporated. Others will be implemented during the modernization of existing vessels and the construction of new ones.

46/ The Polish Government states that the National Physical Culture and Sports Committee issues international cards in conformity with resolution No. 14, revised (TRANS/SC.3/R.100/Add.1).

47/ The provisions of the resolutions have been incorporated in the national legislation of Romania.

48/ In the context of national requirements (2.5.2 Carriage by inland waterway. Inland waterway vessels and combined seagoing and inland waterway vessels. Health regulations and standards SanReN 2.5.2-703-98).

49/ Resolutions No. 42 (new chapter *1bis*) and 56 on minimum manning and work and rest hours of crews are not applied. Resolutions No. 50 on prevention of water pollution and No. 53 on safety signs are applied. Resolution No. 55 on air pollution prevention is partly applied.

50/ In the context of national requirements (Russian River Register of Shipping, Rules and Regulations for the Construction and Classification of Inland Navigation Vessels, 2002) the competent authority duly authorized in the Russian Federation to carry out the inspection of inland navigation vessels is the Russian River Register.

With regard to resolution No.55 on air pollution prevention, the State standard GOST R 51249-99 (on-board, locomotive and industrial diesel engines. Hazardous exhaust emissions. Norms and methods of calculation) is in force in the Russian Federation. The values indicated in the Standard conform to the requirements of Annex VI to MARPOL 73/78, adopted by IMO in 1997.

51/ The Slovak Republic accepts resolution No. 13, revised, and has applied it without any amendments since 1 January 1988.

The regulations for construction and equipment of pleasure craft are contained in the Regulations for Safety of Navigation on Inland Waterways of the Slovak Republic contained in Annex No. 155/1973 of the Shipping Code. In connection with the amendment of the above-mentioned regulation according to the updated European Code for Inland Waterways (CEVNI), the new regulation for construction and equipment of small craft, including pleasure craft, became effective in the Slovak Republic from 1989 on.

Bodies authorized to issue the international certificate for pleasure craft in the Slovak Republic are the following:

State Navigation Management in Bratislava, Prístavná 10, CK-816 14 Bratislava.

52/ The competent Swiss authorities recall that they entered a waiting reservation on this resolution at the forty-eighth session of the Inland Transport Committee to the effect that the Swiss Government, while intending to incorporate the provisions into its legislation, cannot do so for several years, in view of the time needed to adapt national legislation and the harmonization essential for the adoption of the international regime.

53/ The provisions of resolution No. 25 are based largely on the regulations currently in effect in this regard for the navigation of the Rhine. However, as the resolution is very recent, it has not yet been possible to incorporate its specific recommendations into the regulations in question. This will nevertheless be done in the course of forthcoming revisions.

54/ The Federal Council Ordinance on navigation in Swiss waters has been in force since 1 April 1979. This Ordinance provides in article 90 for the issue of an international certificate of competence for pleasure craft operation:

(a) For holders of the Swiss licence in categories:

- A. Motorized vessels of more than 6kW engine capacity not falling within categories B and C;
- B. Passenger vessels;
- C. Cargo vessels;
- D. Sailing vessels having a sail area of more than 15 m²; and

(b) For all other persons wishing to go abroad with a motorized vessel of up to 6 kW engine capacity or with a sailing vessel having up to 15 m² sail area.

International certificates of competence and international cards of competence issued abroad are valid, as are national licences, for persons staying temporarily in Switzerland. The persons entitled to benefit from these rules are the nationals of States which provide reciprocity for the holders of an international certificate of competence issued in Switzerland.

According to information transmitted by the competent cantonal authorities, very few foreign tourists navigating in Switzerland were in possession of an international document during the 1979 and 1980 seasons.

In the interests of international water-borne tourism, the Government of Switzerland keenly hopes that a large number of States members of the United Nations Economic Commission for Europe will apply resolution No. 14 as from the 1981 season.

A list of the authorities authorized to issue the international certificate in Switzerland may be obtained from:

Office fédéral des transports, Service de la navigation, 3003 Berne ; or from

Département fédéral de la défense, de la protection de la population et des sports, Etat major général, Groupe de la logistique, Division de la circulation et des transports, Section du contrôle fédéral des véhicules, 3003 Berne.

55/ The United Kingdom Government issues these certificates through the agency of the Royal Yachting Association, which has been kept fully informed of the provisions of resolution No. 13, revised, and takes them into account when operating the certification scheme.

56/ The UK supports the application of guidelines on access for disabled persons for passenger vessels. There are two EC Directives which are introducing provisions for disabled access. Council Directive 98/18/EC for (seagoing) domestic passenger ships requires Member States to produce an action plan for the implementation of IMO guidelines on domestic passenger ships by May 2005. The Directive amending 82/714/EC for inland waterway

vessels lays down prescriptive requirements for areas of the vessel used by those with reduced mobility. The UK has many vessels with dual certification (i.e. inland and seagoing operation), and will aim to ensure that a single set of guidelines applies to all small passenger ships.

57/ 1. The United Kingdom accepts resolution No. 40 and its annexes:

(a) Certificates of Competence are not required for pleasure vessels of less than 24 metres in length in the United Kingdom. It is not therefore necessary to carry this document in the UK under present legislation. Should this legislation change, it would be our intention that certificates issued in accordance with resolution No. 40 would be recognized on pleasure vessels of up to 24 metres in length.

2. (a) The Royal Yachting Association is the appointed United Kingdom authority to examine candidates and issue the certificates in accordance with annex 2 of resolution No. 40. The British Water Ski Federation is also an appointed UK authority, in respect of examinations and certificates for that particular activity. The certificates will only be issued after satisfying the requirements of annex 1.

(b) A certificate will be issued only after the applicant has satisfied the appointed authority as to eligibility and has passed an examination to prove the necessary competence for pleasure craft operation by:

- (i) practically demonstrating the ability to handle a pleasure craft in respect of those aspects listed in clauses 3.2 and 3.3 of annex 1; and
- (ii) passing an examination on the appropriate regulations listed in clause 3.1 of annex 1 with regard to the zones of navigation endorsed on the certificate.

58/ The provisions of this resolution are acceptable to the United States Government if the final recommendation of the first numbered paragraph means that ship-borne barges must pay taxes and tolls of all kinds applicable to services rendered or privileges provided on inland waterways.

The United States Government cannot accept a recommendation that would call for ship-borne barges to be taxed to alleviate various economic problems, including withdrawing obsolete craft from circulation, compensation for owners of vessels not employed during periods of lower demand, or comparable measures.

Although the resolution was composed in reference to European inland waterways, the services are equally applicable to the inland waterways of the United States on the basis outlined. Thousands of vessels of European registry enter and use United States rivers, harbours, waterways and the Great Lakes each year. They are assessed tolls, harbour fees and customary charges for services rendered at the level applied to vessels of the United States or other foreign registry, but are not taxed to provide funds that would be used to compensate owners of United States vessels not fully employed or no longer required.

The United States Government believes that this distinction, not solely confined to ship-borne barges, is an important principle that should be maintained among trading partners for vessels handling import/export shipments.

The United States Government will seek clarification of the provision “that ship-borne barges should pay the taxes and tolls of all kinds applicable on inland waterways” at the next meeting of the UNECE Working Party on Inland Water Transport (TRANS/SC.3/R.19).

59/ The provisions of footnote 44 apply, with the difference that only the Koninklijke Nederlandse Toeristenbond (ANWB) is authorized to issue the International Certificate for Pleasure Craft Operators, referred to in resolution No. 40.

60/ There are no ship-borne barges registered in Lithuania.

61/ Resolutions 28, 36 and 56 are partly applied in the context of national requirements. The competent authority duly authorized in Belarus to carry out the inspection of inland navigation vessels is the Belorussian Inspection of the River Register. Resolution No. 50 (new Chapter 18 on water pollution prevention) is only partly applied. Vessels operating on Belorussian inland waterways are not equipped with the equipment for the treatment of domestic waste water. The domestic waste water is discharged from vessels into city waste water collectors. Resolution No. 55 on air pollution prevention is not applied since no on-board diesel engines are produced in Belarus.

62/ Application of amendments introduced by resolution No. 42 is under consideration.

63/ The competent authority duly authorized in Ukraine to carry out the inspection of inland navigation vessels is the Shipping Register of Ukraine.

64/ Resolution is partly applied (as far as the issuance of certificates for operators of motorized pleasure craft is concerned). In the Republic of Belarus the training and examination of candidates on the knowledge of how to use a motorized pleasure craft, of navigation zones and safety requirements in the course of operation of a pleasure craft as well as the issuance of domestic and international certificates are carried out by the State Inspection on Small Size Craft at the request of citizens who have reached 18 years and are physically fit for operation of a pleasure craft.

65/ In view of the entry into force of the Inland Water Transport Code of the Russian Federation, a Decree on Certification of Operators of Pleasure and Sailing Craft is being elaborated. For the time being the admission and conditions for navigation on Russian inland waterways of foreign pleasure and sailing craft are decided upon on a case by case basis.

66/ Guidelines contained in resolution No.25 have been included in the new set of Rules and Regulations for the Construction and Classification of Inland Navigation Vessels which were adopted by the Ministry of Transport, Posts and Telecommunication by its letter No. 967-301/99 of 15 December 1999 and entered into force on 1 January 2000.

67/ Principles of resolution No.31 were included in the Notice of the Ministry of Transport, Posts and Telecommunication No. 182/2001, of 3 May 2000 which entered into force on 1 June 2001.

68/ Principles of resolution No.33 make part of the Bill No.338/2000 on inland navigation which entered into force on 1 January 2001. The Bill provides that the State Shipping Inspection of the Slovak Republic is authorized to issue ship' certificates.

69/ Ireland accepts resolution No. 40. The Irish Sailing Association (ISA) and International Yachtmaster Training (IYT) have been appointed approved bodies for the issuing of the International Certificate for Operators of Pleasure Craft (ICC) on behalf of the Department of Communications, Marine and Natural Resources. The chosen format of the international certificate will be annex 2. The documents will only be issued if the requirements of annex 1 are satisfied.

The procedure for the issue of the international certificate is subject to the following conditions:

1. Certificates can only be issued to Irish nationals or persons who have an Irish residential status.
2. This Department may withdraw approval at any time and reserves the right to inspect the premises and monitor the delivery of courses at any reasonable time without prior notice.
3. Any proposed changes to the syllabus or methods of assessment must be notified to the Marine Survey Office of the Department of Communications, Marine and Natural Resources.

4. The training centre is responsible for ensuring that personnel meet the entry requirements for the training programme and other conditions for the issue of a certificate.
5. All certificates must be numbered and be in sample form supplied only. A central register of all certificates issued is to be maintained and a record kept for inspection. A list of all certificates issued with numbers, candidates full names and date of birth to be submitted the Chief Surveyor, Marine Survey Office in December each year.

Ireland will recognize international certificates of competency issued by other EU member states.

Contact details for the ISA are:

Mr. Tony Wright, Irish Sailing Association, 3 Park Road, Dun Loaghaire, Co. Dublin.

Contact details for the IYT are:

Mr. Mark Fry, International Yachtmaster Training, 910 SE 17th Street No.200, Fort Lauderdale, Florida 33316, USA

70/ The International Certificate is accepted on German Inland Waterways for operating pleasure craft with a length of less than 15 m. The Certificate is issued by:

Deutscher Motoryachtverband e.V. or

Deutscher Segler-Verband e.V.

(both: Gründgensstr. 18, D-22309 Hamburg)

authorized by Bundesministerium für Verkehr, Bau- und Wohnungswesen.

The practical competence proven by a licence issued on this basis is from the German point of view considered as sufficient for the operation of pleasure craft on inland waterways. By way of an ordinance, it was in this connection also regulated that the holder of such a document issued by another State is exempt from the practical test when acquiring a German licence.

The related theoretical knowledge can, on the other hand, not be considered as equivalent, but it facilitates the verification of equivalence, since at least proof of important even if not all required knowledge has been furnished which is necessary for the permanently safe operation of craft.
