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INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation

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Item 4 (b) of the provisional agenda

**RESOLUTION NO. 31 “MINIMUM REQUIREMENTS FOR THE ISSUANCE OF
BOATMASTER’S LICENCES IN INLAND NAVIGATION WITH A VIEW TO THEIR
RECIPROCAL RECOGNITION FOR INTERNATIONAL TRAFFIC”**

Amendments to Resolution No. 31

Draft revised Resolution No. 31

Note by the secretariat

I. INTRODUCTION

1. Following the decision of the Working Party on Inland Water Transport at its fifty-first session (ECE/TRANS/SC.3/178, para. 26) and the subsequent decision of SC.3/WP.3 at its thirty-third session (ECE/TRANS/SC.3/WP.3/66, para. 24), on 18 September 2008, the secretariat has convened a meeting of volunteer experts on the mutual recognition of boatmaster’s licences. The minutes of the meeting are provided in document ECE/TRANS/SC.3/WP.3/2009/7.

2. This present document presents the revised text of Resolution No. 31, “Minimum Requirements for the Issuance of Boatmaster’s Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic”, prepared by the secretariat following the

decisions of the meeting. The additions to the original text are highlighted in bold and the text to be deleted is highlighted in strike-through.

3. In addition to the amendments suggested by the participants of the meeting on 18 September 2008, the secretariat would like to invite the Working Party to consider whether the term “boatmaster’s licence” should not be changed to “boatmaster’s certificate”, used in the EC Directive 96/50/EC.

4. The Working Party may wish to consider the amendments proposals and issue instructions to the secretariat, so that an advanced proposal could be prepared for the thirty-fourth session of SC.3/WP.3.

II. DRAFT REVISED RESOLUTION NO. 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”

Resolution No. 31, revised,

(adopted by the Principal Working Party on Inland Water Transport on 12 November 1992)

The Principal Working Party on Inland Water Transport,

Noting the important role of the international carriage of goods and passengers via inland waterways in the ECE region,

Believing that in the next few years this role will probably continue to grow as an alternative to the unbridled growth of road transport, which on some European arteries has already reached saturation point and has an unacceptably high level of negative impact on the environment, and also in connection with the establishment and further development of combined transport,

Believing also that the opening of traffic through the Rhine-Main-Danube water link will give further impetus to the development of international transport by inland waterways in the region,

Desiring to ensure a high level of safety of navigation and protection of human life, property and the environment on inland waterways,

Considering that this can be achieved inter alia through the agreed application by the countries concerned of standardized requirements for the training and licensing of boatmaster’s for vessels engaged in the international carriage of cargo and passengers on inland waterways,

Being of the opinion that this would also help to facilitate international transport on inland waterways,

1. Recommends that Governments should:

Take such steps as may be necessary to comply with the requirements contained in the annex to this resolution with regard to the training and licensing of boatmasters in their countries for vessels engaged in international transport on inland waterways;

Recognize licences issued under the provisions of this resolution or take them duly into account when issuing other licences required for given waterways;

2. Requests the Executive Secretary of the Economic Commission for Europe to include the question of the application of this resolution periodically in the agenda of the Principal Working Party on Inland Water Transport and to bring up to date the list of countries applying this resolution.

CHAPTER 1 - GENERAL PROVISIONS

Article 1.1. - Purpose and Scope

1.1.1. The purpose of this text is to provide recommendations on minimum requirements for the issuance of boatmaster's licences with a view to increasing the safety of navigation and protection of human life; this text is not a substitute for national laws and regulations.

1.1.2. In general, these recommendations shall apply to boatmasters of vessels designed for carrying cargo or passengers on inland waterways, and shall include boatmasters of self-propelled ships, tugs, pushers, towed convoys, pushed convoys and side-by-side formations.

Unless otherwise stated by the Administration, they shall not apply to the boatmasters of:

- (a) seagoing vessels on inland waterways;
- (b) pleasure craft;
- (c) small craft, floating equipment, assembly of floating material and ferry-boats, as defined in the European Code for Inland Waterways (CEVNI);
- (d) special craft, such as hydrofoil craft and air-cushion vehicles.

1.1.3. Without prejudice to paragraph 1.1.2. the Administration may supplement these minimum requirements with additional ones:

- (a) where special provisions relating to the type of vessel, to the waterway, to radar navigation and/or transport of dangerous goods and passengers so require under national regulations or international regulations;
- (b) where operating experience clearly shows them to be justified;
- (c) where vessels operate on waterways where a knowledge of local geography and of special regulations is indispensable and required.

Article 1.2. - Definitions

For the purposes of these recommendations:

- (a) “Administration” means the competent authorities empowered by the Government of a country to issue the boatmaster's licences;
- (b) “Boatmaster” means a person who has the required aptitude and qualifications to ensure that he can navigate a vessel on inland waterways and who assumes nautical responsibility on board;
- (c) “Boatmaster's licence” means a valid document, whatever its title, issued by an Administration and stating that the holder is qualified to navigate a vessel on inland waterways.
- (d) **“Radiotelephone certificate” means a valid document, issued by the competent authorities, stating that holder is qualified to use a radiotelephone installation.**

CHAPTER 2 - MINIMUM REQUIREMENTS FOR THE ISSUANCE OF BOATMASTER'S LICENCES

Article 2.1. - Scope

This chapter is exclusively concerned with boatmaster's licences for the international carriage of cargo or passengers on inland waterways.

Article 2.2. - General Provisions

2.2.1. The issuance of boatmaster's licences shall be contingent on their satisfying the following minimum requirements:

- (a) The applicant must be not less than 21 year of age;^{*}
- (b) The applicant must demonstrate his physical fitness by passing a medical examination which tests among other things eyesight, hearing and the ability to distinguish colours. **The medical examination must be carried out by a doctor appointed by the competent authority. The Administration may require an additional regular medical examination after reaching a certain age;**
- (c) The applicant must have a minimum of ~~two~~ **four** years' professional experience, acquired in the deck department on board an inland navigation vessel, at least as a rating;
- (d) The applicant must have passed the examination of professional knowledge to the satisfaction of the Administration; this examination shall cover at least the general subjects set out in the annex **II** to these recommendations;

^{*} Not less than 18 years of age in certain cases.

- (e) **The applicant must possess a radiotelephone certificate.**

Article 2.3. - Special provisions concerning professional experience

2.3.1. In order to be taken into consideration, the professional experience must have been validated and/or approved by the Administration **using a personal service record referred to in Annex 5 of the UNECE Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels”**. It may have been acquired on any inland waterway without distinction as to area.

2.3.2. The minimum duration of the professional experience stipulated in paragraph 2.2. (c) may be reduced **by maximum 3 years**:¹

- (a) when the administration requires special training which may be considered as equivalent and **which covers the subjects listed in annex II**;
- (b) when the applicant holds a diploma of specialized inland navigation training which comprises a period of mandatory on-board service **and which covers the subjects listed in annex II**.

2.3.3. The Administration may also take into account to some extent professional experience on a seagoing vessel as a member of the deck crew. **In this case, the minimum duration of the professional experience may be reduced by maximum two years.**²

2.3.4. The navigation time is calculated as follows: Minimum 180 days of navigation per calendar year.

Article 2.4. - Special provisions concerning the examination of professional knowledge

2.4.1. In so far as it deems necessary the Administration may supplement the examination syllabus mentioned in paragraph 2.2. (d) with particular and/or additional subjects in order to meet the requirements of paragraph 1.1.3. In this case, the Administration shall specify in the boatmaster's licence its field of application and/or issue a special licence.

2.4.2. The Administration shall designate the Examination Committee responsible for administering the appropriate examination of professional knowledge.

2.4.3. The Administration or the Examination Committee duly mandated by it shall establish the procedure and conditions of the examinations so as to enable the theoretical and practical knowledge required for the operation of vessels on inland waterways to be verified.

Article 2.5. - Information contained in a Boatmaster's Licence

The competent authorities shall specify in the boatmaster's licences that they deliver the items listed in annex I.

¹ Based on the revised Rhine Patent Regulations.

² Based on the revised Rhine Patent Regulations.

CHAPTER 3 - RECOGNITION OF THE BOATMASTER'S LICENCES

Article 3.1. - Acceptance of the minimum requirements for the issuance of boatmaster's licences

3.1.1. By accepting Resolution No. 31, the competent authorities confirm that their regulations include the minimum requirements for the issuance of boatmaster's licences, set out in Chapter 2.

3.1.2. The secretariat to the Working Party on Inland Water Transport (SC.3) will maintain a list of countries which have accepted Resolution No. 31 and prepare an annual report to the Working Party.

Article 3.2. - Mutual Recognition of Boatmaster's Licences

3.2.1. Countries, which have accepted the minimum requirements for the issuance of boatmaster's licences, may conclude bilateral or multilateral agreements on the mutual recognition of their boatmaster's licences.

3.2.2. These agreements shall specify:

- (a) The conditions of the recognition, including, in particular, the requirements on the knowledge of local conditions;
- (b) The names of competent authorities issuing the boatmaster's licences;
- (c) Mechanisms for regular exchange of information on the evolution of national regulations, as well as on control, examination, implementation and other practical issues;
- (d) Mechanisms for communicating information on the withdrawal, suspension or annulment of the delivered certificates;
- (e) Other issues, as considered appropriate.

Article 3.3. - Issuance of Boatmaster's Licences to applicants of less than 21 years of age and their recognition

3.3.1. States which issue the boatmaster's licence as from the age of 21 years shall recognize foreign licences issued by States which issue the boatmaster's licence as from the age of 18 years when the boatmaster reaches the age of 21 years.

3.3.2. States which issue the boatmaster's licence as from the age of 18 years shall recognize foreign licences issued for that age.

Article 3.4. - Recognition of General and Special Boatmaster's Licences

3.4.1. States which issue general licences for navigating cargo and passenger vessels recognize general licences issued by other States under the same conditions for navigating passenger vessels, as well as special licences issued for navigating passenger vessels.

3.4.2. States which issue the special licences for passenger vessels recognize, in international traffic, general licences for navigating passenger vessels on their territory and take them duly into account when issuing special licences required for the operation of a passenger vessel on their territory.

Annex I to Resolution No. 31

The competent authorities shall specify in the boatmaster's licences they deliver the following items:

- 1. Holder's name**
- 2. First name(s)**
- 3. Date and place of birth**
- 4. Date of issue of the certificate**
- 5. Issue number**
- 6. Photograph of the holder**
- 7. Holder's signature**
- 8. Waterways covered by the licence**
- 9. Radar licence**
- 10. Expiry date**
- 11. Endorsement(s)**

Restriction(s)

Annex II to Resolution No. 31

Professional knowledge required to obtain a boatmaster's licence

A. General subjects concerning the carriage of cargo and passengers

1. Navigation

- (a) Knowledge of the rules of the road and signs and signals on inland waterways, particularly those included in CEVNI;
- (b) Knowledge of general characteristics of main waterways from the standpoint of geography and hydrography;
- (c) Knowledge of the buoyage system;
- (d) Ability to use navigational documents (charts, shipping notices, etc.) and navigational instruments (compass, echo-sounder, etc.);
- (e) Ability to determine the position of the vessel under any meteorological conditions (poor visibility, ice, etc.).

2. Vessel manoeuvring and handling

- (a) Piloting the vessel, having regard to the effects of current and winds, and the depth under the keel;
- (b) Function and operation of the rudder and propeller;
- (c) Anchoring and mooring under all conditions;
- (d) Manoeuvring in entering and leaving a lock, in entering and leaving port harbours as well as in meeting and overtaking.

3. Vessel design and stability

- (a) Knowledge of the basic principles of vessel design, particularly as relates to the safety of persons and the vessel;
- (b) Knowledge of the main structural elements of the vessel;
- (c) General theoretical knowledge of buoyancy and the rules of stability;
- (d) Measures to be taken to ensure the stability of the vessel under different circumstances.

4. Engines of the vessel

- (a) Basic knowledge of how engines are constructed and work so as to ensure their proper operation;

- (b) Checking of the operation of the main and auxiliary engines and action to be taken.
- 5. Loading and unloading
 - (a) Use of draught marks;
 - (b) Determining the weight of the cargo by means of the measurement certificate;
 - (c) Loading and unloading operations.
- 6. Procedure in special circumstances
 - (a) Steps to be taken in the event of damage, collision or grounding (before, during and after the event), including plugging of leaks;
 - (b) Use of life-saving material and equipment;
 - (c) First aid in the event of an accident;
 - (d) Prevention of fire and use of fire-fighting equipment;
 - (e) Prevention of pollution of waterways.

7. Communications

Knowledge of procedures of usage of radio telephone.

8. Transport of passengers

The Administration may in so far as it deems necessary require a more thorough professional knowledge for navigating passenger vessels.

B. Special subjects for the transport of passengers required for the issuance of special licences for navigating passenger vessels

For the issuance of a boatmaster's licence for a passenger vessel, the Administration may, in so far as it deems necessary from the safety point of view, make provision for more detailed professional knowledge than appears under A as regards paragraphs 2, 3, 5 and 6, and require additional professional knowledge concerning in particular the following points:

- (a) Knowledge of safety instructions concerning the vessel;
- (b) Specific provisions for passenger safety in general and in the event of accidents, fire, explosion or shipwreck;
- (c) Ability to direct passenger movements, embarkation and disembarkation, and deal with the effects of panic;
- (d) Rules to be followed in assisting drowned persons (knowledge of first aid);

- (e) Special case of vessels equipped to provide meals or accommodation.

The Administration may make provision for an additional test of knowledge of local geography in all cases in which it deems it justified.

Practical tests should be carried out on a passenger vessel in normal operation.

Theoretical tests should be of a particularly thorough character concerning passenger vessels.

C. Additional subjects for radar navigation

- (a) Knowledge of the theory of radar: general information on radio waves and the principles of radar operation;
- (b) Ability to use the radar apparatus, interpretation of the radar image, analysis of the information supplied by the apparatus and knowledge of the limitations of the radar information;
- (c) Use of the rotation-speed indicator;
- (d) Knowledge of regulations of CEVNI relating to radar navigation.

D. Additional subjects for the carriage of dangerous goods

- (a) Familiarity with international regulations and recommendations concerning the carriage of dangerous goods by inland waterway;
- (b) General requirements concerning the carriage of dangerous goods;
- (c) Special steps to be taken during the loading and unloading of dangerous goods as well as during the voyage;
- (d) Signalling of vessels and labelling of packages;
- (e) Steps to be taken to prevent accidents, during and following an accident.
