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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Fifty-ninth session

Geneva, 9–11 November 2015

Item 7 (b) of the provisional agenda

##### **Mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation:**

##### **Fifth meeting of IEG**

### **Provisions for the crew of inland navigation vessels**

#### **Note by the secretariat**

#### **I. Mandate**

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. It is recalled that the Working Party on Inland Water Transport (hereafter SC.3) at its fifty-eighth session asked the secretariat to prepare a proposal for a new document presenting the content of Chapter 23 (“Crews”) of Resolution No. 61 (ECE/TRANS/SC.3/197).
3. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (hereafter SC.3/WP.3) at its forty-seventh session decided to put the requirements for the crew members which are included now in Chapter 23 of Resolution No. 61, revised, into a separate document of SC.3 on professional requirements and manning requirements. SC.3/WP.3 also proposed considering a possible revision of the title of Chapter 23 to bring it in line with the new content. The Working Party asked the secretariat to prepare a draft document for the fifth meeting of the Informal Expert Group on mutual recognition of boatmasters' certificates and harmonization of professional requirements in inland navigation (IEG), which will be held in parallel with the fifty-ninth session of SC.3.
4. This draft is prepared on the basis of Chapter 23 of Resolution No. 61, proposal of the Group of Volunteers on Resolution No. 61 – revision of Chapter 23 (ECE/TRANS/SC.3/2015/9, Annex I), proposal of the secretariat presenting the content of

Chapter 23 for the forty-sixth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/2015/2), as well as Resolution No. 31, revised, and the proposal of the Danube Commission on amending the text of Chapter 23 (Informal document SC.3/WP.3 No. 5 (2013)) and the proposals of the secretariat on possible ways of aligning chapter 23 of Resolution No. 61 with the Danube Commission's amended text of chapter 23 (ECE/TRANS/SC.3/WP.3/2013/12).

5. IEG may wish to use this proposal as a draft for further discussions of a UNECE document containing provisions for the crew of inland navigation vessels in the UNECE region.

## Annex

### **Recommendations for the minimum crew and professional qualifications of the crew members**

#### **1 General**

1.1 These Recommendations apply to all inland navigation vessels engaged in international shipping, except unmanned pushed barges and small craft within the context of the European Code for Inland Waterways (CEVNI).

1.2 Minimum crews on board inland navigation vessels shall conform to the requirements of these recommendations for all operating modes. The recommendations do not preclude competent authorities from prescribing any additional personnel which may be needed in special cases such as the transport of dangerous goods.

1.3 The minimum crew prescribed for the operating modes shall be on board the vessel at all times when it is under way. No departure shall be permitted without the prescribed minimum crew.

#### **2 Crew members**

2.1 The minimum crew of a vessel, ensuring the safety of its operation, may consist of the following crew members:

- (i) Boatmasters;
- (ii) Helmsmen;
- (iii) Able crewmen;
- (iv) Ordinary crewmen;
- (v) Engineers;
- (vi) Electrician-engineers;
- (vii) Engine-minders;
- (viii) Radio operators.<sup>1</sup>

2.2 On inland waterways, where national or international legislation so allows, the minimum crew of vessels, ensuring the safety of its operation may also include apprentices and deck-hands.

2.3 The qualifications for crew members shall be as follows:

##### **2.3.1 Boatmaster**

Shall hold a boatmaster's certificate issued in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31, revised).

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<sup>1</sup> In accordance with the national rules of the Russian Federation and Ukraine only.

2.3.2 Helmsman

Shall be not less than 17 years of age and

(i) Shall have had not less than one year's experience in inland navigation as an able crewman or not less than three year's experience as an ordinary crewman within the meaning of 2.3.4 (ii), or

(ii) Shall have successfully completed training provided the training includes experience in inland navigation as a helmsman-apprentice or as an ordinary crewman for a period determined by the competent authority.

2.3.3 Able crewman

(i) Shall have had not less than one year's experience in inland navigation as an ordinary crewman and

- Have successfully completed the training referred to in 2.3.5 below; or
- Have passed the final examination of a professional college of inland navigation; or
- Have passed any other examination for ordinary crewman recognized by the competent authority; or

(ii) Shall have successfully completed training referred to in 2.3.5 below of a duration of not less than three years or have passed a final examination following training of not less than three years in a professional college of inland navigation provided the training includes not less than one year's experience in inland navigation; or

(iii) Shall have had not less than two year's experience in inland navigation as an ordinary crewman within the meaning of 2.3.4 (ii).

2.3.4 Ordinary crewman

(i) Shall be not less than 17 years of age and

- Have passed an examination on completion of the training referred to in 2.3.5 below; or
- Have passed an examination on completion of training in a professional college of inland navigation; or
- Have passed any other examination for ordinary crewman recognized by the competent authority; or

(ii) Shall have had not less than three year's experience as a member of the ship's deck department, including not less than one year in inland navigation and two years either in inland navigation or at sea, in coastal navigation or fishing.

2.3.5 Apprentice

Shall be not less than 15 years<sup>2</sup> of age and have an apprentice's contract which provides for attendance at a professional college of inland navigation or for a correspondence course approved by the competent authority to be taken in the preparation of an equivalent diploma.

2.3.6 Deck-hand

Shall be not less than 16 years of age.

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<sup>2</sup> The age limit of an apprentice may be higher depending on national legislation.

### 2.3.7 Engineer

(i) Shall be at least 18 years of age and have passed an examination on completion of a full training course in the engine and mechanics sectors; or

(ii) Shall have worked for not less than two years as an engine-minder on a motorized inland navigation vessel.

### 2.3.8 Electrician-engineer

(i) Shall be at least 18 years of age and have passed an examination on completion of a full training course in on-board electrical systems; or

(ii) Shall be at least 18 years of age and have experience of working in a ship's crew for a period determined by the competent authority.

### 2.3.9 Engine-minder

Shall be not less than 17 years of age and either

(i) Be an ordinary crewman and have passed an engine-minder's examination recognized by the competent authority; or

(ii) Have had not less than one year's experience on board a motorized inland navigation vessel as an ordinary crewman and have a basic knowledge of engines.

### 2.3.10 Radio operator

Shall be at least 18 years of age, have passed an examination on completion of a full training course in on-board radio systems and have navigational experience as part of a vessel crew for a period determined by the competent authority, or have completed an appropriate probationary period of at least two month's duration aboard inland navigation vessels.

## 3 Crew members - Physical fitness

3.1 Physical fitness for the job shall be certified by a medical certificate issued on first enlistment as a crew member by a doctor designated by the competent authority.

3.2 Physical fitness involves in particular:

(i) Adequate eyesight and hearing;

(ii) The capacity to lift a weight of 20 kg unaided.<sup>3</sup>

3.3 Certification of fitness in accordance with 3.1 and 3.2 above shall be renewed periodically in accordance with the requirements of the Administration.

3.4 Where a competent authority has doubts as to the physical fitness of a crew member, it may request a medical examination in accordance with the provisions of 23-3.1 and 23-3.2.

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<sup>3</sup> The competent authority may waive this requirement or prescribe additional requirements on physical fitness.

#### **4 Proof of qualifications - service record**

4.1 Every member of the minimum crew shall have a personal service record conforming to the model reproduced in the appendix 5 to these Recommendations. All the essential information required in the service record should be printed as a minimum, in the official language of the country concerned and either in English, French or Russian. On enlistment, the service record shall be presented to the boatmaster and kept up to date and carefully preserved by the crew member until discharge. The service record shall be returned to the holder on request at any time and without delay.

The service record contains general information such as diplomas obtained, medical certificates and the holder's qualifications under section 2, as well as specific information concerning voyages made or positions held during service on board vessels.

4.2 The holder of the service record shall have the record certified at least once in the course of the 12-month period following the date of issue by a competent local authority.

4.3 The authority referred to in 4.2 above shall be responsible for entering the general information referred to in 4.1 above. The boatmaster shall be responsible for entering the specific information referred to in 4.1 above. The particulars concerning the preceding voyage shall be entered before the start of the next voyage. The instructions concerning the keeping of the service record and the definitions (e.g. "voyage", start and finish) are to be found in the service record.

4.4 For crew members holding a boatmaster's certificate in accordance with the Recommendations on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31, revised), such certificate shall stand in lieu of the service record.

4.5 It shall be possible to provide proof of qualification for employment on board at any time:

4.5.1 for the boatmaster, in the form of the boatmaster's certificate;

4.5.2 for the helmsman, able crewman, ordinary crewman, engineer or engine-minder in the form of the service record or the boatmaster's certificate.

4.6 For crew members who hold a certificate or proof of qualifications and appear on the crew list in accordance with national regulations of the country the waterways of which they navigate, such certificates and proof of qualifications shall stand in lieu of the service record provided that the service record is not prescribed by national or international law concerning the navigation on inland waterways they navigate.

## 5 Operating modes<sup>4</sup>

A distinction shall be made between the following operating modes:

A <sub>1</sub>	daytime navigation for a maximum of 14 hours <sup>5</sup>	} per 24-hour period
A <sub>2</sub>	semi-continuous navigation for not more than 18 hours	
B	continuous navigation for 24 hours and more	

A vessel navigating under mode A<sub>1</sub> or mode A<sub>2</sub> shall cease navigation for 8 hours continuously, in the former case, and 6 hours continuously, in the latter case, if the vessel is equipped with a tachograph of a type approved by the Administration and in proper working order. In the other cases, a vessel sailing under mode A<sub>1</sub> shall cease navigation for the whole of the period between 10 p.m. and 6 a.m., and a vessel under mode A<sub>2</sub> between 11 p.m. and 5 a.m.

## 6 Mandatory rest period

6.1 In operating mode A<sub>1</sub>, all members of the crew shall have eight hours of uninterrupted rest outside sailing time for each 24-hour period, calculated from the end of each 8-hour rest period.

In operating mode A<sub>2</sub>, all crew members shall have eight hours rest including six hours uninterrupted rest time outside sailing times<sup>6</sup> for each 24-hour period, calculated from the end of each 6-hour rest period.

In operating mode B, all crew members shall have 24 hours rest time per 48-hour period including at least two 6-hour periods of uninterrupted rest.

During the mandatory rest time, a crew member may not be called on to perform any duty, including surveillance or standby; the watch and surveillance duties provided for in the European Code for Inland Waterways (CEVNI) for stationary vessels shall not be considered as an obligation under this paragraph.

6.2 The provisions of labour regulations and in collective agreements concerning longer rest periods shall remain valid.

## 7 Change or repetition of operating mode

7.1 A change or repetition of operating mode may take place only if the following requirements are complied with:

- (i) The change-over from operating mode A<sub>1</sub> to mode A<sub>2</sub> may take place only if:
  - The crew has been entirely replaced, or

<sup>4</sup> On certain river basins competent authorities may prescribe operating modes which differ from those indicated in section 5.

<sup>5</sup> Daytime navigation may be extended to a maximum of 16 hours, not more than once a week, if the vessel is equipped with a tachograph approved by the Administration and in proper working order, and if the members of the minimum crew include one holder of the boatmaster's certificate and a helmsman.

<sup>6</sup> For all crew members under 18, eight hours of uninterrupted rest including six hours outside sailing times.

- The crew members required for operating mode A<sub>2</sub> have completed, immediately prior to the change, an 8-hour rest period, including six hours outside sailing-time, and the extra crew required for operating mode A<sub>2</sub> are on board.
- (ii) The change-over from operating mode A<sub>2</sub> to mode A<sub>1</sub> may take place only if:
- The crew has been entirely replaced, or
  - The crew members required for operating mode A<sub>1</sub> have completed, immediately prior to the change, an uninterrupted rest period of eight hours outside sailing-time.
- (iii) The change-over from mode B to mode A<sub>1</sub> or A<sub>2</sub> may take place only if:
- The crew has been entirely replaced, or
  - The crew members required for operating modes A<sub>1</sub> and A<sub>2</sub> have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively.
- (iv) The change-over from operating mode A<sub>1</sub> or A<sub>2</sub> to mode B may take place only if:
- The crew has been entirely replaced, or
  - The crew members required for operating mode B have completed, immediately prior to the change, 8-hour and 6-hour uninterrupted rest periods, respectively, outside sailing time and the extra crew required for mode B are on board.
- 7.2 A repetition from operating mode A<sub>1</sub> or A<sub>2</sub> may take place only if:
- The crew has been entirely replaced, and
  - The crew members required for the repeated mode A<sub>1</sub> or A<sub>2</sub>, have completed, immediately prior to the change, 8-hour or 6-hour uninterrupted rest periods respectively, outside sailing time.
- 7.3 In all cases of change of operating mode, the shipowner shall amend the crew manning table in line with the minimum requirements governing crew composition and bring the crew up to strength in accordance with the new manning table prior to changing the operating mode.

## 8 Ship's log, tachograph

8.1 A ship's log conforming to the requirements of the Administration shall be kept on board each vessel to which the provisions of present Recommendations apply in accordance with section 1 above. The ship's log shall be kept in accordance with the instructions it contains. The responsibility for keeping the ship's log and making the necessary entries in it shall devolve on the boatmaster. The first ship's log, which shall bear the number 1, the name of the vessel and its **unique European vessel identification number**, shall be issued by the authority which issued the ship's certificate.

The beginning and end of rest periods shall be entered each day during the voyage.

The particulars relating to a change of operating mode shall be entered on a new page of the ship's log.

8.2 Subsequent ship's logs may be issued by a competent local authority which shall affix to them their serial number; however, they may be issued only on production of the preceding log. The preceding log shall be marked indelibly "cancelled" and returned to the boatmaster.



8.3 The cancelled log shall be kept on board for six months following the last entry.

8.4 On issue of the first ship's log in accordance with 8.1, the authority issuing it shall certify that it has done so by means of a certificate indicating the name of the vessel, its official number, the number of the ship's log, and the date of issue. This certificate shall be kept on board and be produced on request. The issue of subsequent ship's logs in accordance with 8.2 shall be entered by the competent authority on the certificate.

8.5 Tachograph recordings shall be kept on board for six months following the last entry if the vessel is equipped with a tachograph.

## 9 Equipment of vessels <sup>7</sup>

9.1 Self-propelled vessels, self-propelled pusher vessels, pushed convoys and passenger vessels operated with a minimum crew Reference shall meet the conditions laid down in Chapter 23 "Crews" of Resolution No. 61, revised.

## 10 Minimum crew for self-propelled cargo vessels and pushers <sup>8</sup>

The minimum crew for self-propelled cargo vessels and pushers comprises:

<i>Length of the vessel L in m</i>	<i>Crew members</i>	<i>Number of crew members for operating mode</i>		
		<i>A1</i>	<i>A2</i>	<i>B</i>
$L \leq 70$	boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	-	-	-
	ordinary crewman	1	-	2
$70 < L \leq 86$	boatmaster	1	2	2
	helmsman	-	-	-
	able crewman	1	-	-
	ordinary crewman	-	1	2
$L > 86$	boatmaster	1	2	2
	helmsman	1	-	1
	able crewman	-	-	-
	ordinary crewman	1	2	2 <sup>9</sup>

<sup>7</sup> New text of paragraph 9.1 replaces the existing text of paragraph 23–9 of Resolution No. 61.

<sup>8</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national or international legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

<sup>9</sup> If the helmsman is replaced by a third boatmaster, one ordinary crewman shall be enough.

## 11 Minimum crew for pushed convoys, side-by-side formations and other rigid formations<sup>10</sup>

11.1 The minimum crew for pushed convoys, side-by-side formations and other rigid formations comprises:

Type of convoy	Crew members	Number of crew members for operating mode		
		A1	A2	B
pusher + one pushed barge <sup>11</sup> or formation with the dimensions: L ≤ 116.5 m B ≤ 15 m	Boatmaster			
	helmsman	1	2	2
	able crewman	1	-	1
	ordinary crewman	-	-	-
	engineer or engine-minder	1	2	2 <sup>12</sup>
pusher + two pushed barges or self-propelled vessel + one pushed barge	Boatmaster			
	helmsman	1	2	2
	able crewman	1	-	1
	ordinary crewman	-	-	-
	engineer or engine-minder	2	3	2
pusher + three or four pushed barges or self-propelled vessel + two or three pushed barges	Boatmaster			
	helmsman	1	2	2
	able crewman	1	-	1
	ordinary crewman	-	-	-
	engineer or engine-minder	2	3	3 <sup>14</sup>
pusher + more than four pushed barges	Boatmaster			
	helmsman	1	2	2
	able crewman	1	-	1
	ordinary crewman	-	-	-
	engineer or engine-minder	3	4	4 <sup>15</sup>
		1	1	1

<sup>10</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national [or international] legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

<sup>11</sup> The term "pushed barge(s)" refers to a standard Europe II pushed barge or its equivalent in terms of length (76.5m):

1 pushed barge = 2 pushed barges with a length > 25.50 m and ≤ 38.25 m each (e.g. Likes barges);

1 pushed barge = 3 pushed barges with a length > 19.12 m and ≤ 25.50 m each (e.g. Barko Liner barges);

1 pushed barge = 4 pushed barges with a length ≤ 19.12 m each (e.g. Lash barges).

<sup>12</sup> If the helmsman is replaced by a third boatmaster, one ordinary crewman shall be enough.

<sup>13</sup> If the helmsman is replaced by a third boatmaster the crew may not need to include an engineer or an engine-minder.

<sup>14</sup> If the helmsman is replaced by a third boatmaster two ordinary crewmen shall be enough.

<sup>15</sup> If the helmsman is replaced by a third boatmaster three ordinary crewmen shall be enough.

11.2 The competent authority may prescribe different manning requirements for convoys with a length of up to 82 m and a width of 11.45 m.

11.3 In the case of pushed barges or towed barges, one ordinary crewman is included for every two pushed barges or towed barges.

## 12 Minimum crew for passenger vessels<sup>16</sup>

12.1 The minimum crew for passenger vessels for day excursions comprises:

<i>Maximum permitted number of passengers</i>	<i>Crew members</i>	<i>Number of crew members for operating mode</i>		
		<i>A1</i>	<i>A2</i>	<i>B</i>
up to 75 persons	Boatmaster			
	helmsman	1	2	2
	able crewman	-	-	-
	ordinary crewman	-	-	-
	engineer <b>or</b> engine-minder	1	1	2
between 76 and 250 persons	Boatmaster			
	helmsman	1	2	2
	able crewman	-	-	-
	ordinary crewman	-	-	-
	engineer <b>or</b> engine-minder	2 <sup>17</sup>	1	2
between 251 and 600 persons	Boatmaster			
	helmsman	1	2	3
	able crewman	-	-	-
	ordinary crewman	1	-	-
	engineer <b>or</b> engine-minder	-	1	1
between 601 and 1 000 persons	Boatmaster			
	helmsman	1	2	3
	able crewman	1	-	-
	ordinary crewman	-	-	-
	engineer <b>or</b> engine-minder	2	2	2
more than 1 000 persons	Boatmaster			
	helmsman	1	1	1
	able crewman	2	2	3
	ordinary crewman	-	-	-
	engineer <b>or</b> engine-minder	3	4	4
		1	1	1

<sup>16</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national or international legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

<sup>17</sup> Both ordinary crewmen may be replaced by one engineer or an engine-minder.

12.2 The minimum crew for steamboats for day excursions should be increased by one engineer in all operating modes.

12.3 The minimum crew for passenger cabin vessels comprises:<sup>18</sup>

<i>Group according to the number of berths</i>	<i>Crew members</i>	<i>Number of crew members for operating mode</i>		
		<i>A1</i>	<i>A2</i>	<i>B</i>
up to 50 berths	Boatmaster			
	helmsman	1	2	3
	able crewman	-	-	-
	ordinary crewman	1	-	-
	engineer or	-	1	1
	engine-minder	1	1	1
between 51 and 100 berths	Boatmaster			
	helmsman	1	2	3
	able crewman	1	-	-
	ordinary crewman	-	-	-
	engineer or	1	1	1
	engine-minder	1	1	1
more than 100 berths	Boatmaster			
	helmsman	1	2	3
	able crewman	1	-	-
	ordinary crewman	-	-	-
	engineer or	2	3	3
	engine-minder	1	1	1

### 13 Manning of vessels whose minimum equipment referred to in section 9 is incomplete

13.1 When the equipment of a self-propelled vessel, pusher, rigid convoy, or other rigid assembly or passenger vessel does not correspond to the standard of equipment required in paragraph 23–9.1. [the minimum crew prescribed in sections 10, 11 or 12 shall be increased by:

(i) One ordinary crewman in operating modes A<sub>1</sub> and A<sub>2</sub> and

(ii) Two ordinary crewmen in operating mode B. When, however, the requirements of paragraph 23–9.1, letters (ix) and (x) only, or of one of these letters are not met, the crew shall be increased in operating mode B by one ordinary crewman instead of two.

13.2 In addition, when one or more of the requirements of paragraph 23–9.1, letters (i) to (iii), are not met,

(i) The ordinary crewman prescribed in 23–13.1 (i) above shall be replaced by an engine-minder in operating modes A<sub>1</sub> and A<sub>2</sub> and

<sup>18</sup> The competent authorities may permit different composition of a minimum crew in terms of categories of posts, with the exception of a number of boatmasters which should not be below the level stipulated in this section. Whatever is the composition of the minimum crew, its total number and qualifications should not be below the levels stipulated in this section. Notwithstanding the above, on inland waterways, where national or international legislation so allows, one or more of the ordinary crewmen may be replaced by apprentices or deckhands.

(ii) The two ordinary crewmen prescribed in 23–13.1 (ii) above shall be replaced by two engine-minders in operating mode B].<sup>19</sup>

#### **14 Minimum crews for other vessels**

The Administration shall determine for vessels not mentioned in sections 10 to 12 but covered by the present Recommendations in accordance with section 1 above (e.g. tugs, towed barges, floating equipment, high-speed vessels), according to their dimensions, form of construction, equipment and intended use, what crews shall be on board during navigation.

#### **15 Minimum crew for sea-going ships<sup>20</sup>**

#### **16 Additional provisions concerning safety personnel required on board vessels carrying dangerous goods<sup>21</sup>**

16.1 Crew of vessels intended for carriage of dangerous goods shall also satisfy the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

#### **17 Additional provisions concerning safety personnel required on board passenger vessels<sup>22</sup>**

##### **Annexes<sup>23</sup>**

Annex E1	Model log book
Annex E2	Model service record
Annex E3	Requirements to be met for tachographs and conditions for their installation on board
Annex E4	Model rest-period certificate
Annex F1	Model passenger vessel certificate
Annex F2	Model passenger vessel first aid certificate
Annex F3	Model passenger vessel breathing apparatus operator certificate
Annex F4	Model passenger vessel certification record.

<sup>19</sup> The secretariat proposes to come back to amendment of this section upon finalization of Chapter 23 of Resolution No. 61.

<sup>20</sup> Proposal of the Danube Commission, Informal document SC.3/WP.3 No. 5 (2013), section 23–15 (in French and Russian).

<sup>21</sup> Proposal of the Danube Commission, as the Danube Commission Recommendations contain additional provisions concerning safety personnel required on board vessels carrying dangerous goods, in the form of a reference to the relevant provisions of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN). In Resolution No. 61 there is a reference in para. 1–1.9 as far as vessels carrying dangerous goods are concerned. The secretariat proposes here a similar reference to AND.

<sup>22</sup> Proposal of the Danube Commission, Informal document SC.3/WP.3 No. 5 (2013), section 23–17 (in French and Russian).

<sup>23</sup> Proposal of the Danube Commission, Informal document SC.3/WP.3 No. 5 (2013).