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Working Party on Inland Water Transport

Fifty-seventh session
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Item 9 (b) of the provisional agenda
Harmonization of the pan-European legal framework for inland navigation

Application of the United Nations Economic Commission for Europe Resolutions relating to inland navigation

Note by the secretariat

1. The secretariat reproduces below an update of document ECE/TRANS/SC.3/2012/12 concerning the status of application by Governments of all valid Resolutions of the Working Party on Inland Water Transport.

2. The secretariat recalls that, in accordance with the decisions of the fifty-third session of the Working Party (ECE/TRANS/SC.3/183, para. 13), the report on the implementation of Resolution No. 24 on European Code for Inland Waterways (CEVNI) is published in a separate document (ECE/TRANS/SC.3/2013/5).

I. List of Resolutions of the Working Party on Inland Water Transport which have neither been superseded nor otherwise become invalid

No.	*Title of Resolution*
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)

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No.	*Title of Resolution*
21, revised	Prevention of Pollution of Inland Waterways by Vessels (ECE/TRANS/SC.3/179) and its Addenda (TRANS/SC.3/150 and Add.1, 2 and 3)
22, revised	SIGNI – Signs and Signals on Inland Waterways (TRANS/SC.3/108/Rev.2)
24, revised	European Code for Inland Waterways (CEVNI) (TRANS/SC.3/115/Rev.4 and Corr.1)
30	Classification of European Inland Waterways (TRANS/SC.3/131)
31, revised	Recommendations on Minimum Requirements for the Issuance of Boatmaster's Certificates in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (ECE/TRANS/SC.3/184)
35	Standardized UNECE Vocabulary for Radio-Connections in Inland Navigation (ECE/TRANS/SC.3/185)
40, revised	International Certificate for Operators of Pleasure Craft (ECE/TRANS/SC.3/147/Rev.2)
41	Small Craft Used Exclusively for Pleasure Navigation (TRANS/SC.3/148)
48, revised	Recommendation on Electronic Chart Display and Information System for Inland Navigation (Inland ECDIS) (ECE/TRANS/SC.3/156/Rev.2 and its annexes and appendices)
49, revised	Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (TRANS/SC.3/159/Rev.1)
52, revised	European Recreational Inland Navigation Network (TRANS/SC.3/164/Rev.1)
57, revised	Guidelines and Recommendations for River Information Services (RIS) (ECE/TRANS/SC.3/165/Rev.1)
58	Guidelines and Criteria for Vessel Traffic Services on Inland Waterways (TRANS/SC.3/166 and Corr.1)
59, revised	Guidelines for Waterway Signs and Marking (TRANS/SC.3/169/Rev.1) and appendix 1
60, revised	International Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation (ECE/TRANS/SC.3/175 and Amend.1) and its annexes and appendices
61, revised	Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (ECE/TRANS/SC.3/172/Rev.1 and Amend.1 and 2)
63	International Standards for Tracking and Tracing in Inland Waterways (VTT) (ECE/TRANS/SC.3/176)
69	Guidelines for Passenger Vessels also suited for carrying Persons with Reduced Mobility (ECE/TRANS/SC.3/188)

Note by the secretariat: The texts of all the Resolutions mentioned above are available for consultation on the UNECE website: www.unece.org/trans/main/sc3/sc3res.html.

II. Status of application of Resolutions*

Resolution No.	*13, rev.*	*15*	*21, rev.*	*22, rev.*	*24, rev.*	*30*	*31, rev.*	*35*	*14 rev./ 40 rev.*	*41*
Austria	A[1]	P[2]	P[3]	A[4]	A[5]	P[6]	P[7]	A[8]	N[9]/A[10]	P[11]
Belarus					A				…/A[12]	
Belgium	C		A	P	C[13]	A			A[14]/A[15]	A[16]
Bulgaria	A	A	A	A	A	A	A	A	A[17]/A[18]	P
Croatia	A	N	A	A	A	A	C	C	N/A[19]	C
Czech Republic	A[20]	C	A	A	A	A	A	P	A/A[21]	A
Finland			A		N	A	A[22]		A[23]/A[24]	
France	A[25]	N[26]	N[27]	C[28]	C	A	A	A	A[29]/C[30]	A
Germany	A[31]		A	A[32]	A[33]	A	A[34]	A	N/A[35]	A
Hungary	A[36]	A	A	A	A	A	A[37]		A[38]/A[39]	
Ireland					N				…/A[40]	
Italy		A[41]			N				A[42]/…	
Lithuania	A	N[43]	A	A	A	A	A	A	A/A[44]	A
Luxembourg	A	A	A[45]	A	C	A	A[46]		…/A[47]	A
Netherlands	A[48]	A		A	C[49]	A			A[50]/A[51]	
Norway									…/A[52]	
Poland	N	N	A	A	A	A	A	A	A[53]/N	A
Rep. of Moldova	C		A		N	A	A		C/…	
Romania[54]	C	N	A	A	A	A	A		C/A[55]	
Russian Federation	N	C	A[56]	P	P[57]	P	P	P	…/C[58]	C
Serbia	A[59]	A	A[60]	C	A	C	A[61]	C	N/C[62]	A
Slovakia	A[63]	A	A	A	A	A	A[64]	A	…/A[65]	A
Switzerland	N[66]	N	A	A	A	A	N	N	N[67]/A[68]	C
Turkey					N					
Ukraine	N	A	A	A[69]	A	A	A	N	N/N[70]	A
United Kingdom	A[71]		N		N				…/A[72]	
United States		A[73]			N					

* 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

Resolution No.	*48, rev.*	*49, rev.*	*52, rev.*	*57, rev.*	*58*	*59, rev.*	*60, rev.*	*61, rev.*	*63*	*69*
Austria	A[74]	P[75]	A	A[76]	N[77]	A	A[78]	P	A[79]	P
Belarus	N		A	N	P[80]			P[81]		
Belgium	C	A	C	C/P	C	P	C	A[82]		
Bulgaria	N[83]	A	N	N	N	A	N[84]	N	N	A[85]
Croatia										C
Czech Republic	A	A	A	A	A	A	A	A	A	A
Finland										
France						C[86]		N[87]		A[88]
Germany								A[89]		A[90]
Hungary										A[91]
Ireland										
Italy										
Lithuania	C		A	A	C	C	C	A	C	C
Luxembourg										C
Netherlands										
Norway										
Poland	A	N	N	A	A	N	A	A	A	A[92]
Republic of Moldova										A[93]
Romania										A
Russian Federation	P	P	C	P	P	P	C	C[94]	P	C[95]
Serbia	A		C	A	A	A	A	A	C	C
Slovakia										A[96]
Switzerland	A	N[97]	C	A	A	A	A	A	A	N[98]
Turkey										
Ukraine	A[99]							C[100]		N
United Kingdom										A[101]
United States										

[1] Implemented by law (Schifffahrtsgesetz BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and further specified by regulation (Schiffstechnikverordnung, BGBl. II Nr. 162/2009).

[2] As a member state of the European Union Austria applies Directive 2006/87/EC and its revisions implemented by law (Schifffahrtsgesetz BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and further specified by regulation (Schiffstechnikverordnung, BGBl. II Nr. 162/2009).

[3] Implemented by regulations (Wasserstraßen-Verkehrsordnung, BGBl. II Nr. 289/2011 idF BGBl. II Nr. 60/2013) and ADN. As far as technical regulations are concerned Austria applies Directive 2006/87/EC and its revisions as a member state of the European Union.

[4] Used by navigation surveillance for the installation of signs and signals on inland waterways.

[5] CEVNI revision 4 has been transposed into national law in Austria by the "Wasserstraßen-Verkehrsordnung, BGBl. II Nr. 289/2011" which has been amended by BGBl. II Nr. 410/2011, BGBl. II Nr. 81/2012 and BGBl. II Nr. 60/2013.

[6] Partly implemented by regulation (Schifffahrtsanlagenverordnung, BGBl. II Nr. 298/2008 idF BGBl. II Nr. 215/2012).

[7] As a member state of the European Union Austria applies Directive 96/50/EC, which is implemented by law (Schifffahrtsgesetz, BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and further specified by regulation (Schiffsführerverordnung, BGBl. II Nr. 258/1997 idF BGBl. II Nr. 197/1999).

[8] Implemented by the Manual for Inland Waterways (Handbuch Binnenschifffahrtsfunk).

[9] see Resolution No. 40, revised.

[10] The competent authority for authorization of ICC's in Austria for inland and coastal navigation is the Federal Ministry of Transport, Innovation and Technology (Bundesministerium für Verkehr, Innovation und Technologie). For inland navigation only, offices of the regional governments may also authorize ICC's. The approved bodies for issue of ICC's are the Austrian Motorboating Federation (Motorbootsport u. Seefahrts Verband Österreich (MSVOE)) (until 31.12.2011); Austrian Sailing Federation (Österreichischer Segel-Verband (OESV)) (until 31.12.2011); and via donau (as of 01.01.2012).

[11] As a member state of the European Union Austria applies Directive 2003/44/EC and its revisions on Recreational Craft (Anforderungen an Sportboote, BGBl. II Nr. 276/2004); restrictions are implemented by regulation (Wasserstraßen-Verkehrsordnung, BGBl. II Nr. 289/2011 idF BGBl. II Nr. 60/2013); a power limit for steering of small craft of 4,4 kW is implemented by law (Schifffahrtsgesetz, BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and regulation (Schiffsführerverordnung, BGBl. II Nr. 258/1997 idF BGBl. II Nr. 197/1999).

[12] Belarus accepted Resolution No. 40 and the State Inspectorate for Small Craft issues certificates, based on the model certificate provided in Resolution No. 40.

[13] For the time being legislation based on CEVNI Revision 2 applies (Royal Decree of 24 September 2006). Work is under way to bring it in line with CEVNI Revision 4.

[14] 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.

[15] The General Directorate for Maritime Transport of the Public Federal Service on Mobility and Transport is the competent authority for authorization and issuing of ICCs.

[16] Applied since 1 January 2007 (Royal Decree of 24 September 2006).

[17] The competent Bulgarian authorities, through the Bulgarian Maritime Administration, issue international certificates in conformity with the provisions of Resolution No. 14, revised.

[18] The Bulgarian Maritime Administration (Изпълнителна агенция "Морска администрация" (ИАМА)) is the competent authority for authorization and issue of ICC's.

[19] The competent authorities for authorization and issue of ICC's are the Croatian Harbour Master's Offices (Lučka Kapetanija Sisak, Lučka Kapetanija Slavonski Brod, Lučka Kapetanija Osijek and Lučka Kapetanija Vukovar).

[20] 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: State

Navigation Administration (Štátni plavební správa), Jankovcova 6, CZ-170 04 PRAHA.

[21] The competent authority of the Czech Republic for the issue of certificates of competence for pleasure-craft operators is: State Navigation Administration (Štátni plavební správa), Jancovcova 6, CZ-170 04 PRAHA.
Since the 1st March 2010, the State Navigation Administration (Štátni plavební správa) has been issuing a new type of International Certificate for Operators of Pleasure Craft on a plastic card (ISO 78.10) that is also recognized as the National Certificate for Operator of Small Craft. This Certificate is being issued on the basis of UNECE Resolution No. 40 on the International Certificate for Operators of Pleasure Craft.
The conditions for obtaining this certificate and the scope of competence are the same as previous conditions and the scope of competence of the certificate for operators of small craft and the international Certificate for Operators of Pleasure craft according to the Act No. 114/1995 on inland navigation and the Regulation No. 244/1995 on the competence of persons to navigate and operate inland waterway vessels. The applicant for the national Certificate for Operator of Small Craft and the International Certificate for Operators of Pleasure Craft of the I class (inland waterways) shall show knowledge of navigation rules, fundamentals of the vessels' construction, theory of sailing yacht navigation, sailing technique and fundamentals of hygiene. The applicant shall show through a practical examination his/her ability to operate the vessel correctly and safely by basic manoeuvres and in crisis situations.
The holder of the International Certificate for Operators of Pleasure Craft, class C, (day-time navigation in coastal waters of up to 0.75 nautical miles from the coast, up to 4 grades of Beaufort scale and wave height of 1.2 m) shall show knowledge of fundamentals of the international law of the sea and rules (selected sections of the Act No. 60/200 Coll., on Maritime Navigation, selected rules of the Convention on the International Regulations for Preventing Collisions at Sea – COLREG 1972), fundamentals of navigation and marking of sea waters – the IALA system, fundamentals of meteorology and safety and rescue of life at sea. The practical part of the examination is not required for categories M and S, when the competence of the operators is restricted for small crafts with their own propulsion machinery of up to 100 kW propulsion power or for sailing craft without their own propulsion machinery system with a sail area of up to 80 square meters.
Minimum age for the holder of the International Certificate for Operators of Pleasure Craft for class I is 16 years, for class C -18 years.

[22] The training of inland watercraft operators in Finland meets the standards of Resolution No. 31, except for the European Code Inland Waterways (CEVNI) 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.

[23] 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 Finnish Transport Safety Agency. All international certificates are issued by the Finnish Transport Safety Agency. No club or private body is authorized to issue an international card or an international certificate.

[24] The Finnish Transport Safety Agency (Liikenteen turvallisuusvirasto / Trafiksäkerhetsverket) is the competent authority for authorization and issue of ICC's.

[25] 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 Mosel).
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.

[26] This Resolution is not widely applied as it relates mainly to sea-going vessels.

[27] This Resolution is to be introduced in stages.

[28] 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). The new General Police Regulations (GPR) have been implemented in France with Decrees Nos. 2013-251 and 2013-253, which contain the Transport Code. The GPR consists of the provisions of R. 4241-1 and following, which are due to enter into force on 1 September 2014. An implementing decree is expected in 2013 (technical provisions of CEVNI to be incorporated into national legislation).

[29] 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.

[30] 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.

[31] The Resolution has been incorporated into national law. The documents will be issued by the associations authorized to do so.

[32] The recommendations were taken into consideration when the Police Regulations for Inland Navigation were revised.

[33] 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.

[34] 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.

[35] The Federal Ministry of Transport, Building and Urban Development (Bundesministerium für Verkehr, Bau und Stadtentwicklung) is the competent authority for authorization of ICC's. 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.

36 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 these 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.

37 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.

38 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.

39 The National Transport Authority (Nemzeti Közlekedési Hatóság) is the competent authority for authorization and issue of ICC's.

40 Ireland accepts Resolution No. 40. The Irish Sailing Association (ISA), International Yacht Training (formerly known as International Yachtmaster Training) and the Irish Waterski and Wakeboard Federation (IWWF) have been appointed approved bodies for the issuing of the International Certificate for Operators of Pleasure Craft (ICC) on behalf of the Marine Survey Office of the Maritime Safety Directorate of the Department of Transport. The chosen format of the international

certificate is the one in annex 3. 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 persons who hold a IYT certificate of competency and/or successfully completed the ICC assessments, in accordance with the methods approved by the Department of Transport.
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 Transport.
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. Certificates are valid for pleasure craft not engaged in trade up to 24 meters in length and 80 gross tonnes. 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.
6. A bank of examination papers must be maintained for ICC direct assessment theory test and CEVNI endorsement test purposes. Examination papers must be randomly selected from the bank of examination papers for each test.

[41] 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.

[42] 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.

[43] There are no ship-borne barges registered in Lithuania.

[44] The Maritime Safety Administration of Lithuania is the competent authority for authorizing and issuing ICC's.

[45] 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.

[46] 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 Mosel 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.

[47] The competent authority in this regard is: Commissariat aux Affaires Maritimes, Monsieur Marc Glodt, B.P. 2636, L-1026 Luxembourg.

[48] 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.

[49] In 2011 the Dutch Government adopted the strategy on harmonizing national inland navigation legislation. To enable a comparison of the existing regulations which differ between the six regions, with CEVNI 4, the latter has been translated into Dutch. The goal is to have one inland navigation act based on CEVNI by 2015.

[50] 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).

[51] The provisions of endnote 50 apply, with the difference that only Stichting VAMEX is authorized to issue the International Certificate for Pleasure Craft Operators, referred to in Resolution No. 40.

[52] The Norwegian Maritime Authority (Sjøfartsdirektoratet) is the competent authority for authorizing and issue of ICC's.

[53] The Polish Government states that the National Physical Culture and Sports Committee issues international cards in conformity with Resolution No. 14, revised.

[54] The provisions of these Resolutions have been incorporated in the national legislation of Romania.

[55] Resolution No. 40 has been implemented in Romania through Order No. 534 from 26 June 2007 on the approval of regulations on the minimum criteria of training and retraining, and on the conditions

for issuance of international certificates for pleasure craft operator. The Romanian Naval Authority (Autoritatea Navala Romana) is the competent authority for authorizing and issuing ICC's.

[56] In the context of national requirements (Russian River Register of Shipping, Rules and Regulations for the Construction and Classification of Inland Navigation Vessels).

[57] Resolution No. 24 was taken into account in the drafting of the new edition of the Rules of Navigation on the Inland Waterways of the Russian Federation (RNIWRF). The harmonization of the RNIWRF content with the provisions of CEVNI is ongoing. Specific requirements of RNIWRF, which differ from these of CEVNI, are listed in the supplement to Resolution No. 24, 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.

[58] 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.

[59] Regarding Resolutions Nos. 13 (as amended), 14 (as amended), 40 (revised) and 41, the Law on Navigation and Ports on Inland Waterways of the Republic of Serbia (Official Gazette RS, Nos. 73/10 and 121/12) contains only general provisions, leaving detailed regulation of this matter for the Rulebook, keeping in mind that in the upcoming years these issues will be subject to further changes and amendments (deadlines for the adoption of the previously mentioned Rulebook are regulated in the transitional and final provisions of the Draft Law).

[60] Questions that are subject to regulation of the UNECE Resolutions Nos. 21, 48, 57, 58, 59, 60 and 61, bearing in mind the importance of the area of regulation, are regulated by the Law on Navigation and Ports on Inland Waterways of the Republic of Serbia which promulgated into national legislation the above mentioned UNECE Resolutions and, with respect to Guidelines and Recommendations for the use of River Information Services, the appropriate secondary sources of the Acquis communautaire (Directive 2005/44/EC and Regulations No. 414/2007; 415/2007 and 416/2007 in connection with Notices for skippers).

[61] With the recent adoption during 2012 of the "Rulebook on qualifications, conditions for obtaining the qualification and certificate of competency of the crew members of mercantile marine inland navigation ships", Serbia has implemented Resolution No. 31.

[62] The Law on Navigation and Ports on Inland Waters (Official Gazette RS, Nos. 73/10 and 121/12) gives the legal basis for regulating navigation of recreational craft on the inland waterways of the Republic of Serbia. The Law stipulates that the Ministry of transport will adopt a by-law which will promulgate provisions of the UNECE Resolution No. 40 into the national legislation. The time limit stipulated by the Law for adoption of the above mentioned by-law is the first half of 2013.

[63] The Slovak Republic accepts Resolution No. 13, revised, and has applied it without any amendments since 1 January 1988. The regulations for the 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, Prístavaná 10, CK-816 14 Bratislava.

[64] 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.

[65] The State Navigation Administration (Štátna plavebná správa) is the competent authority to authorize and issue ICC's.

[66] 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.

[67] Replaced with Resolution No. 40.

[68] Resolution No. 40 is applied in Switzerland starting from 1 December 2007. Article 91 of the ordinance of 8 November 1978 on navigation on Swiss waterways (Ordonnance sur la navigation intérieure, ONI) was modified in order to transpose the abovementioned Resolution.

Article 91: Recognition of documents

1. A person who is residing temporarily in Switzerland is authorized to navigate a Swiss vessel as long as he can present one of the following documents:

(a) a national navigation permit;

(b) an international certificate delivered on the basis of Resolution No. 40 of the United Nations Economic Commission for Europe.

2. He is authorized to navigate his foreign vessel if one of the abovementioned documents establishes that he is authorized to navigate that vessel in his country.

3. Provided that they have reached the minimum age established by article 82, nationals of States that ensure reciprocity to the holders of Swiss permits and certificates benefit from paragraphs 1 and 2. The Federal Office of Transport maintains a list of these States.

4. The international certificate must be established following models 1 and 2 of annex 6.

[69] The light signals marking of Ukrainian inland waterways have been replaced in conformity with Resolution No. 22.

[70] The Decree of the Ministry of Transport No. 686 of 2 February 2004 provides for the issuance to operators of craft used exclusively for recreational purposes, that are not subject to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers of 1978, of a certificate of pleasure craft operator for the navigation of the following two categories of craft:

- craft of less than 30m in length equipped with a power unit of less than 750 kWt (1020 h.p.);
- craft of less than 12 m in length equipped with a power unit of less than 220 kWt (300 h.p.).

[71] 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.

[72] 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 certificates issued in accordance with Resolution No. 40 would be recognized on pleasure vessels of up to 24 metres in length.

2. (a) The Maritime and Coastguard Agency (MCA) is the competent authority to authorize and issue the certificates in accordance with annex 2 of Resolution No. 40. The Royal Yachting Association, British Waterski and Wakeboard, International Yachtmaster Training, and British Sub Aqua Club are also appointed UK authorities, 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.

[73] 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.

[74] Implemented by law (Schifffahrtsgesetz, BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and used for chart production.

[75] In the strategic bottlenecks on the Danube the depth is maintained by dredging and it is planned to improve the situation in the bottleneck from 1,921.0 to 1,873.0 km by a project.

[76] Partly implemented by law (Schifffahrtsgesetz, BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and used by the Federal Ministry of Transport, Innovation and Technology as guideline for implementation of RIS.

[77] No VTS in Austria.

[78] Implemented by law (Schifffahrtsgesetz, BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and Commission Regulations Nos. 416/2007 and 164/2010.

[79] Implemented by law (Schifffahrtsgesetz, BGBl. I Nr. 62/1997 idF BGBl. I Nr. 50/2012) and Commission Regulation No. 415/2007 as amended by 689/2012.

[80] On the inland waterways of Belarus the Vessel traffic services are ensured by the services of the Belorussian Shipping Co., waterways authorities and by the State Inspection of River Shipping without the establishment, however, of a single VTS Center.

[81] The competent authority duly authorized in Belarus to carry out the inspection of inland navigation vessels is the Byelorussian Inspection of the River Register. Chapter 8a of the annex to Resolution No. 61 on air pollution prevention is not applied since no on-board diesel engines are produced in Belarus. Chapter 8b on water pollution prevention is only partly applied. Vessels operating on Byelorussian inland waterways are not equipped with the equipment for the treatment of domestic wastewater. The domestic wastewater is discharged from vessels into city wastewater collectors. Chapter 23 on minimum manning and work and rest hours of crews is only partly applied. Appendix 3 on Safety Signs on board inland navigation vessels is applied.

[82] The provisions of Resolution No. 61 are applied by transposing Directive 2006/87/CE (Royal Decree of 19 March 2009).

[83] Here and as far as other RIS-related Resolutions are concerned (nos.48, 57, 59), Bulgaria applies the relevant EU legislation on river information services, such as directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community.

[84] Here and as far as Resolution No. 63 is concerned, Bulgaria applies European Commission Regulations (EC) Nos.164/2010 and 415/2007.

[85] 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 (Germany) 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.

[86] Following the revision of its General Police Regulations, France intends to implement guidelines on signs and marking in 2014.

[87] France applies the provisions of directive 2006/87/CE and Rhine Vessel Inspection Regulations.

[88] 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.

[89] Chapter 23 of the annex to Resolution No. 61, 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 appendix 5 that are kept by holders from other States on foreign vessels, if the relevant State of origin has implemented the aforementioned UNECE Resolution.

[90] The application of Resolution No. 69 is recommended by the Government for both new and reconstructed vessels.

[91] The annex to Resolution No. 69 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.

[92] 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.

[93] The provisions of Resolution No. 69 will be applied only to newly built vessels.

[94] A number of provisions of Resolution No. 61 are included in the Rules on classification and constructions of inland navigation vessels and the Rules on preventing pollutions by inland navigation vessels of the Russian River Register.

[95] The principles of Resolution No. 69 were taken into account in the relevant national regulations of the Russian Federation.

[96] Guidelines contained in Resolution No. 69 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.

[97] There are no bottlenecks in Switzerland.

[98] The provisions of Resolution No. 69 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.

[99] In accordance with Resolution No. 48, Ukraine has developed a Differential GPS (DGPS) on the Ukrainian sector of the Danube Delta to be used as a part of a River Information Service, which is expected to cover the area from the Northern Sea to the Black Sea (Global RIS *COMPRIS)*.

[100] The competent authority duly authorized in Ukraine to carry out the inspection of inland navigation vessels is the Shipping Register of Ukraine. National Rules for Construction and Classification of Inland navigation Vessels and Rules on ship's certificates of the Shipping Register of Ukraine include the provisions annexed to Resolution No. 61 on "Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels" , with the exception of the provisions of Chapter 23 ("Crews"), except for Section 23–9, and of annexes 3 (Safety signs and signals) and 5 (Model of a service record), and provide for the division of inland waterways into navigable zones 1, 2 and 3 in accordance with Chapter 1 of the annex to Resolution No. 61. The above-mentioned rules of the Shipping Register of Ukraine include, in the rules on the construction and on the procedure for issuing certificates, the provisions of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

[101] 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.