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Item 11 (a) of the provisional agenda

Recreational navigation: Activities of the

Informal Working Group on recreational navigation

Outcome of the first and second meetings of the Informal Working Group on recreational navigation

Note by the secretariat

I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph (a) 5.2 of the Transport subprogramme of work 2018-2019 (ECE/TRANS/2018/21/Add.1) adopted by the Inland Transport Committee at its eightieth session (23 February 2018).
2. It is recalled that the Working Party on Inland Water Transport (SC.3) at its sixty-first session adopted the Terms of Reference of the Informal Working Group on recreational navigation (hereafter the Group) (ECE/TRANS/SC.3/205, para. 81).
3. SC.3 may wish to consider and approve the main decisions of the Group at its first and second meetings and provide its guidance as appropriate.
4. The dedicated web page of the Group is available on the UNECE website at www.unece.org/trans/main/sc3/sc3_ig/group_recreational_navigation.html.

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II. Main decisions of the Informal Working Group on recreational navigation

A. Attendance

5. The present document gives an overview of the main decisions of the Group at its first (and second meetings (2-3 August 2017 and 12-13 February 2018, Geneva). The following organizations participated: Association of Small Craft and Boating Sport of Ukraine and PO "Waterway from the Varangians to the Greeks", European Boating Association (EBA), Finnish Transport Safety Agency (Trafi), International Sailing Schools Association (ISSA), Norwegian Maritime Authority, Russian Yachting Association, State Inspectorate for Small Craft of the Ministry of the Russian Federation for Civil Defence, Emergencies and Elimination of Consequences of Natural Disasters, and the UNECE secretariat.

B. Exchange of information on the current situation

6. The following information was communicated by the participants:

- In Finland, licences were required only for recreational vessels over 24 m in length, and the registration was required for boats over 5.5 m in length or with an engine having an output over 20 horsepower;
- In Norway, about 150 International Certificates for Operators of Pleasure Craft (ICC) were issued every year. The Norwegian Maritime Authority has the intention to develop its own test for the knowledge of the European Code for Inland Waterways (CEVNI) in order to issue ICC the also for inland waterways and to make the information about ICC more available to recreational boaters;
- In the Russian Federation, recreational navigation has become very popular over the past 15 years; about 1.5 million boats were registered and about 50-60 thousand national certificates were issued annually. However, resolution No. 40 was still not accepted due to a number of obstacles;
- In Ukraine, a joint working group was established on recreational navigation of the E 40 waterway;
- ISSA highlighted its activities aimed at promoting ICC among boaters, sailing schools and instructors. It had an intention to include the Guidelines to resolution No. 40 into their training programmes.

C. International Certificates for Operators of Pleasure Craft

7. The Group highlighted the importance of availability of the following information concerning issuing and recognition of ICC:

- any limitations related to the acceptance of resolution No. 40 imposed by governments when issuing ICC and the recognition of ICC issued by other countries;
- the terms of issuing ICC by governments, including restrictions on the size or type of boats;
- availability of the contact data of the persons in charge of ICC in countries that applied resolution No. 40.

8. The Group discussed current practices for renewal of ICC and noted that it was common practice to renew an ICC without re-testing the ICC holder skills.

9. The Group was of the opinion that the maritime authority can give special authorization for another body, authorized by another Government to issue the ICC, to issue ICC to its citizens, if it wants to do so.

10. The Group decided to develop a road map for administrations to provide guidance on how to implement resolution No. 40.

11. The Group encouraged wider promotion of ICC. ISSA mentioned that the promotion of resolution No. 40 could be facilitated by attracting insurance and charter companies, international and local organizations involved in education of recreational boaters.

12. The secretariat informed the Group about consultations held with the Icelandic Transport Authority and the Israeli Ministry of Transport and Road Safety who were currently considering applying resolution No. 40.

D. CEVNI knowledge tests

13. The Group exchanged information of the detailed application of resolution No. 40 and highlighted that Governments which had implemented both resolution No. 40 and CEVNI could assist governments which have not implemented CEVNI or do not have navigable inland waterways in developing CEVNI tests.

14. The Group concluded that it would be feasible to develop a UNECE database of questions that could be used by administrations to aid them when considering how to test knowledge of CEVNI and, ultimately, for elaborating their own tests.

15. The Group discussed refresher tests for boaters not routinely using this knowledge. The Group took note that such tests were already developed and applied by the Finnish Transport Safety Agency and the Norwegian Maritime Authority.

E. Education and training

16. The Group exchanged the opinions on how to ensure the minimum level of knowledge and skills for boaters having ICC. The Group noted that the implementing governments were responsible for that.

17. The Group agreed to develop a questionnaire for collecting information about education and training of recreational boaters aimed at identifying common themes which could, in turn, identify best practice. The first draft was prepared by the Russian Yachting Association for the second meeting, and the Group decided to modify it with due regard of the following:

- The content of the training courses and the obligation for candidates to have a medical certificate;
- The period of validity of certificates issued and conditions for its renewal;
- Additional restrictions when issuing certificates;
- Whether the ICC can be converted to national qualification;
- The purpose of resolution No. 40 and prospects for its further development, including a possibility of an international convention;

- Evidence of competence required from boaters visiting another country and acceptability of ICC for this purpose.

F. Frequently Asked Questions

18. The Group discussed the inquiries received by the secretariat from individuals in countries that have not adopted resolution No. 40, and included some of them in the revised Guidelines to resolution No. 40.

G. Updating resolution No. 52

19. The proposal for updating resolution No. 52 was approved by the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its fifty-third session and is represented in ECE/TRANS/SC.3/2018/13.

III. Issues for consideration by the Working Party on Inland Water Transport

20. SC.3 is invited to consider the following issues and provide its guidance for the Group as appropriate:

- (a) assistance in developing CEVNI tests to those governments which have not implemented CEVNI or do not have navigable inland waterways;
- (b) Developing a UNECE database of questions for testing knowledge of CEVNI;
- (c) Terms and limitations imposed by governments when issuing ICC, including restrictions on the size or type of boat;
- (d) Collecting information on conditions and limitations of validity of ICC issued and conditions of recognition of ICC issued by other countries.

SC.3 may wish to provide recommendations on this information could be collected and made available. SC.3 may also wish to invite member States to notify the secretariat accordingly.
