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Working Party on Inland Water Transport

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

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Recreational navigation

Application of Resolution No. 40 in the countries which are not members of UNECE

Submitted by the Chairman of the Offshore Committee of South African Sailing (SAS)

Note by the secretariat

1. Presented below is a communication from the Offshore Committee of South African Sailing (SAS) regarding a possible application of Resolution No. 40 on International Certificate of Competence (ICC) by South Africa.
2. The Working Party may wish to consider whether the modalities of the possible use of ICC in South Africa, proposed by SAS, are consistent with the goal and the mechanism of Resolution No. 40 and instruct the secretariat to advise SAS accordingly.

1. More and more members of South African Sailing (SAS) are requesting the International Certificate of Competence (ICC) because they wish to charter a yacht in the Mediterranean and the charter companies are increasingly requesting an ICC for a bareboat charter.

2. This raises the issue of the ICC acceptance in South Africa. In the opinion of the committee, it would not be difficult to persuade the South African Maritime Safety Authority (SAMSA) to accept the ICC for visiting sailors for a period of 3 months. Indeed the existing South African Small Vessel Safety Regulations already cover this point.

3. The problem arises when the South African residents have the possibility to use the ICC to circumvent the more demanding local qualification on a permanent basis. The South

African coastline is a dangerous coastline. To sail more than 15 nautical miles from a safe haven the recreational sailor requires a Coastal Skipper qualification. This qualification is very much more demanding than the ICC qualification which is roughly equivalent to the South African Day Skipper qualification. The Coastal Skipper exam consists of a 4 hour chart-work exam and a 4 hour practical exam, and demands a very high level of sailing proficiency. The Yachtmaster Offshore exam (one step up from Coastal) sets an even higher standard. In this light it appears unlikely that SAMSA would accept a situation in which the ICC can be used by our local sailors to circumvent these qualifications on a permanent basis.

4. In the SAS opinion, the three month window of acceptance is a sensible solution to this problem. As SAS reads it, the purpose of Resolution No. 40 is to facilitate tourism. South Africans who charter a yacht in the Mediterranean typically do so for a week or two. Likewise, visiting sailors who visit South Africa on their way around the world seldom spend more than a month or two in South Africa. So SAS believes this approach is consistent with the resolution and would allow to meet the resolution's objectives without undermining the national standards for resident sailors.

5. The alternative for SAS would be to work with the Maritime Authorities in each country and get them each to approve the South African Sailing qualification for visiting recreational sailors. This has already been done with Croatia because it is a popular destination for South Africans who wish to charter a yacht. SAS sent the Croatian Ministry of the Sea very extensive documentation on its recreational sailing certification scheme for skipper certificates of competence. As a result the SAS recreational qualification is now formally approved for bareboat chartering in Croatia and this approval is registered on web site of the Croatian authorities. However this is a significant deal of work for all parties involved and the ICC approach is clearly a far better solution.

6. In the light of these considerations, SAS would appreciate receiving an opinion of the competent UNECE intergovernmental body on the consistence of the proposed approach in the application of Resolution No. 40 in South Africa with the goal and principles of the resolution. Should the proposed approach be deemed acceptable, SAS would submit the proposal of accepting Resolution No. 40 to SAMSA.
