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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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Item 10 of the provisional agenda

Recreational navigation

Guidelines on the application of Resolution No. 40 and consolidation of SC.3 resolutions on recreational navigation

Note by the secretariat

I. Mandate

1. It is recalled that at its forty-first session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3 or Working Party) asked the secretariat to contact the European Boating Association (EBA) about drafting guidelines on the application of Resolution No. 40 (ECE/TRANS/SC.3/WP.3/82, para. 47). The Working Party also asked the secretariat to reflect on the possibility of consolidating all UNECE resolutions that dealt with recreational navigation, namely, Resolutions Nos. 13 (revised), 14 (revised), 40 (third revision), 41 and 52 (revised) (ECE/TRANS/SC.3/WP.3/82, para. 49).

2. Reproduced below is an update by the secretariat on the development of joint guidelines on implementing Resolution No. 40 with the EBA (Part II) and the secretariat's views on consolidating the five resolutions on recreational navigation (Part III).

II. Guidelines on the application of Resolution No. 40

3. The drafting of guidelines on the application of Resolution No. 40, International Certificate for Operators of Pleasure Craft, was first suggested during the fortieth session of SC.3/WP.3 (ECE/TRANS/SC.3/WP.3/80, para. 54) as a means of promoting tourism on European inland waterways.

4. The secretariat contacted the EBA on the possible joint elaboration of guidelines on applying Resolution No. 40, accordingly. The EBA welcomed the proposal and advised that it would submit its suggestions to the UNECE secretariat in time to be issued in three languages for the forty-third meeting of the Working Party on 26–28 June 2013. The content, structure and means of communication (web page, flyers, posters, etc.) remained to be defined.

III. Consolidation of SC.3 resolutions on recreational navigation

5. To-date, there are five UNECE resolutions on recreational navigation:¹

- International Certificate (international card) for Pleasure Craft (Resolution No. 13, revised) TRANS/SC.3/118 and TRANS/SC.3/131;
- International Certificate (international card) concerning the Competence of Pleasure-Craft Operators (Resolution No. 14, revised) TRANS/SC.3/96 and TRANS/SC.3/131;
- International Certificate for Operators of Pleasure Craft (Resolution No. 40, third revision) ECE/TRANS/SC.3/147/Rev.3;
- Small Craft Used Exclusively for Pleasure Navigation (Resolution No. 41) TRANS/SC.3/148;
- European Recreational Inland Navigation Network (Resolution No. 52, revised) ECE/TRANS/SC.3/164/Rev.1.

6. Resolution No. 13 was devised to recommend provisions on issuing an international certificate/card for pleasure craft for non-residents who temporarily import pleasure craft onto the territory of a third state. Its provisions aim specifically at issuing international certification for pleasure craft and naming the authorities designated to issue such certification. The Resolution contains no technical specifications for constructing pleasure craft. It, therefore, could not be made part of Resolution No. 61, Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels, as this Resolution concerns merchant shipping vessels and not pleasure craft.

7. Resolution No. 14 has been superseded by Resolution No. 40, except for countries which have not notified the UNECE Executive Secretary that they apply Resolution No. 40. This means that Resolution No. 14 remains in force for the countries which have officially notified the UNECE that they apply it. It seems inappropriate to consolidate both these resolutions into one, as they both provide recommendations for the same subject, i.e. international certificate for pleasure craft operators, with different provisions, however.

8. Resolution No. 41 deals with technical requirements for small craft used exclusively for pleasure navigation. At the time of drafting this Resolution, the Working Party on Inland Water Transport (SC.3) was concerned with the proliferation of small craft on inland waterways and coastal waters and desired to issue recommendations concerning exclusively pleasure craft to ensure safety of navigation. These provisions would be misplaced in other instruments such as the European Code for Inland Waterways – aimed at boatmasters of large vessels, or Resolution No. 61 – intended for the inland shipping industry. The Working Party, specifically, wanted to keep the provisions relating to such pleasure craft as water bikes in a separate instrument to ensure that the competent authorities faced with

¹ All UNECE Resolutions on inland water transport are available from www.unece.org/trans/main/sc3/sc3res.html

problems relating to small craft could easily refer to the provisions contained in Resolution No. 41.

9. Resolution No. 52 was aimed at promoting tourism on inland waterways by way of a harmonized classification of the main waterways used in recreational navigation and a map for easily viewing the network of inland navigation suitable for pleasure craft. It would seem difficult to reconcile the provisions on inland waterway infrastructure for pleasure craft with the provisions of the other four Resolutions (paras. 6, 7, 8).

10. In principle, all five Resolutions could be consolidated into a package of resolutions on pleasure navigation. However, this package would require very frequent updating. For instance, Resolution No. 40 requires updating on a yearly basis, and its annex IV which lists the member States applying the Resolution and the authorities issuing international certificates, has required three revisions in less than a year.

11. Past experience has shown that Governments select which UNECE Resolutions to apply; therefore, consolidating them into one single Resolution would only make their application more difficult. Given the above considerations, the secretariat strongly believes that the five resolutions on recreational navigation should remain separate instruments.
