



# Economic and Social Council

Distr.: General  
17 April 2013

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

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

###### Forty-third session

Geneva, 26–28 June 2013

Item 9 of the provisional agenda

###### Recreational navigation

## International Certificate for Operators of Pleasure Craft (Resolution No. 40, revision 2)

### Guidelines on the application of Resolution No. 40, revision 2

Transmitted by the European Boating Association (EBA)

## I. Mandate

1. At its thirty-ninth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) decided to prepare guidelines on the application of Resolution No. 40 (ECE/TRANS/SC.3/WP.3/78, para. 40). At its forty-first session, SC.3/WP.3 requested the secretariat to approach the European Boating Association (EBA) about drawing up guidelines on applying Resolution No. 40 (ECE/TRANS/SC.3/WP.3/82, para. 47). Reproduced below is the proposal transmitted by EBA, comprehensively describing the origins and purpose of Resolution No. 40.

2. The abbreviation ICC used by EBA in the text below stands for International Certificate of Competence, which refers to the International Certificate for Operators of Pleasure Craft as defined in Resolution No. 40. The Working Party may wish to decide whether this unofficial abbreviation, although commonly used among yachtsmen, should continue to be used in the guidelines and elsewhere or be replaced with the official title— or an abbreviation (ICOPC) – of the certificate as defined in Resolution No. 40. In this connection, it is recalled that the abbreviation ICC is already used in annex IV of Resolution No. 40.

3. The Working Party may wish to consider this proposal, amend and/or provisionally approve it and decide to transmit it to the Working Party on Inland Water Transport for adoption.

## **II. Proposal of guidelines on the application of Resolution No. 40, revised**

### **A. What is the ICC?**

4. An ICC provides the holder with evidence of competence in an internationally recognisable format which can be presented to officials in foreign countries if required.

5. The United Nations Economic Commission for Europe (UNECE) Working Party on Inland Water Transport originally developed an international certificate for operators of pleasure craft to facilitate pleasure navigation along the lengths of the rivers Rhine and Danube.

6. Each country the rivers pass through had different requirements for evidence of competence and this caused difficulties for boaters wishing to navigate the different sections of the river.

7. The initial agreement, Resolution No. 14 of the UNECE, has been superseded by an enhanced version, Resolution No. 40, which now regulates the International Certificate for Operators of Pleasure Craft (commonly referred to as the International Certificate of Competence - ICC), stipulating who the ICC can be issued to, the syllabus requirements and the layout of the certificate.

8. Use of the ICC has also developed over the years and the certificate now covers coastal waters and the wider inland waterways as well as the rivers it was originally developed for.

### **B. Does an ICC replace the need to have a national certificate?**

9. A vessel must comply with its flag state's (country of registration) regulations wherever it is in the world. The ICC complements rather than replaces any requirement the flag states may impose.

### **C. What does the ICC do for me that my national certificate doesn't?**

10. Foreign officials cannot be expected to understand what the certificates issued by each individual country allow the skipper to do or what level of competence the skipper has.

11. The ICC indicates to the authorities in a foreign country that your competence to skipper a pleasure craft has been assessed in accordance with Resolution No. 40 and you have demonstrated the necessary level of competence for the type of boat and area of operation indicated on the certificate.

12. If evidence of competence is required, boat owners visiting another European country will frequently find that the ICC will suffice. Countries which have adopted Resolution No. 40 should automatically accept the ICC but it will also be accepted in many other countries which have not formally stated their intentions through the acceptance of Resolution No. 40.

**D. Does my ICC entitle me to charter a boat?**

13. No, the ICC can be useful for people wishing to charter, but charter companies are under no obligation to accept the ICC as evidence of competence from people wishing to hire their boats.

**E. Do I have to have an ICC?**

14. Some countries will insist you have an ICC whilst in other countries an ICC may not be needed at all. The requirement may also differ between coastal waters and inland waters within a country.

**F. Can I use the ICC outside Europe?**

15. The ICC is not a global qualification. Even within Europe the ICC's validity is determined by the issuing country and by the country you are visiting. At the discretion of countries elsewhere in the world it may be acceptable evidence of competence.

**G. Is it permitted for the authorities in one UNECE country to issue the ICC to the national of another UNECE country?**

16. In order to issue an ICC, Governments must first implement Resolution No. 40. They may then nominate competent authorities and approved bodies which can issue the certificate on their behalf. Applicants must be holders of the implementing Government's national certificate or have passed an examination by that Government in accordance with the requirements detailed in annex 1 of the Resolution No. 40. Implementing Governments may however only issue the certificate to their own nationals or residents or to the nationals of any North American country or any country that is not a member of the UNECE. The ICC may only be issued to the national of another UNECE country if they can prove they are resident in the issuing country. The Resolution No. 40 was drafted in this way to encourage as many UNECE member States as possible to adopt the Resolution No. 40.

**H. Why is the ICC important?**

17. It is widely recognised that the standards set out in Resolution No. 40 provide a reasonable and appropriate level of competence for day sailing in recreational craft with due regard to the safety of navigation and crew and the protection of the environment. Even countries that have not yet adopted Resolution No. 40 will readily accept and sometimes demand an ICC from visiting yachtsmen as evidence of competence.

18. All States, members of UNECE are, therefore, encouraged to adopt Resolution No. 40.

**I. Can any country apply Resolution No. 40?**

19. Yes. Resolution No. 40 is of global scope and is therefore open for application by all United Nations Member States. For example, South Africa has accepted and started applying Resolution No. 40.

20. To become a State applying Resolution No. 40, it needs to notify the UNECE Executive Secretary that it accepts Resolution No. 40, provide information on the

designated authorities responsible for the ICC, indicate where legislation governing recreational navigation may be downloaded, and indicate which model of the ICC is issued.

---