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**Economic Commission for Europe****Inland Transport Committee****Working Party on Inland Water Transport****Fifty-fourth session**

Geneva, 13–15 October 2010

Item 7 (c) of the provisional agenda

**Harmonization of the legal framework for international inland water transport****Exchange of information on local knowledge requirements in the ECE countries****Note by the secretariat****I. Introduction**

1. It is recalled that Resolution No. 258 of the UNECE Inland Transport Committee containing the plan of action for the implementation of the decisions taken by the pan-European Conference on Inland Water Transport provides that the Working Party on Inland Water Transport should cooperate with River Commissions in order to rationalize and unify as much as possible the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their navigating skills on those stretches (ECE/TRANS/192, Annex II, item 2).

2. At the meeting of the UNECE volunteer experts on the mutual recognition of the boatmaster's certificates on 18 September 2008, experts recognized that it could be useful to collect the information on the local knowledge requirements (LNR) in the ECE countries (ECE/TRANS/SC.3/WP.3/2009/7, para.19). This information could contribute to rationalizing and unifying the requirements on checking the knowledge by boatmasters of specific stretches of inland waterways and their navigating skills on those stretches. The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) supported this proposal at its thirty-fourth session (ECE/TRANS/SC.3/WP.3/68, paras.26–27).

3. The secretariat presented the results of a preliminary overview of the local knowledge requirements existing in the UNECE countries at the fifty-third session of SC.3. The Working Party took note of the document, brought some corrections to its content and invited Governments which had not yet submitted their information on the existing local

knowledge requirements to do so at their earliest convenience (ECE/TRANS/SC.3/183, para. 16).

4. The Working Party may wish to consider the updated document, including the corrections and additional information from Belarus, the Czech Republic, Serbia, Switzerland and Ukraine received by the secretariat.

## II. Local knowledge requirements existing in the UNECE region

| Country              | Name and number of E-waterway <sup>1</sup> | Sector of the waterway  | Reasons for requiring local conditions knowledge <sup>2</sup> | Local knowledge (LN) requirements           |  |
|----------------------|--|---|---|---|--|
|                      |  |   |   | Professional experience (number of runs)    | Modalities of examination on local conditions <sup>3</sup> |
| Austria <sup>4</sup> | Danube (E 80)                              | Three free flowing sectors of Danube:<br>(a) Km 2094,5 (Wallsee)–km 2060,4 (Persenbeug)<br>(b) Km 2032.8 (Melk)–km 1979,8 (Altenwörth)<br>(c) Km 1921 (Wien–Freudenau)–the Austrian–Slovak border |   | At least 8 upstream and 8 downstream trips  |  |
| Belarus <sup>5</sup> | Mukhovets (E 40)                           | Brest–Kobrin  | Narrow fairway;<br>Variable hydraulicity                      | At least one month of navigation (training) | Written test and oral examination                          |
|                      | Dneprovsko–Bugskiy Kanal (E 40)            | Kobrin–Pererub  |   |   |  |
|                      | Pina (E 40)                                | Pererub–Pinsk   |   |   |  |
|                      | Pripyat (E 40)                             | Pinsk–Mouth of the Pripyat River  |   |   |  |

<sup>1</sup> As referenced in the 1996 European Agreement on Main Inland Waterways of International Importance (AGN), available at: [http://www.unece.org/trans/main/sc3/sc3\\_legalinst.html](http://www.unece.org/trans/main/sc3/sc3_legalinst.html).

<sup>2</sup> Reasons may include: a) free current; b) narrow fairway; c) sand banks; d) variable hydraulicity; e) strong streams; f) modifications of the river bed; g) cliffs; h) fords; i) other.

<sup>3</sup> Modalities of the examination include: a) oral or written; b) practice or use of simulators; c) modalities of the choice of the sector.

<sup>4</sup> European Commission, DG TREN, Final Report of the Impact Assessment and Evaluation study on a “Proposal for a legal instrument on the harmonization of boatmaster’s certificates in inland waterway transport” (2009). (Hereafter, DG TREN, Report on harmonization of boatmaster’s certificates), p. 10.

<sup>5</sup> Information received from Belarus in April 2010.

| <i>Country</i>              | <i>Name and number of E-waterway<sup>1</sup></i> | <i>Sector of the waterway</i>  | <i>Reasons for requiring local conditions knowledge<sup>2</sup></i>  | <i>Local knowledge (LN) requirements</i>   |  |
|-----------------------------|--|--|--|--|--|
|                             |  |  |  | <i>Professional experience (number of runs)</i>                                    | <i>Modalities of examination on local conditions<sup>3</sup></i> |
| Belgium <sup>6</sup>        | No LNR   |  |  |  |  |
| Bulgaria <sup>7</sup>       | Danube (E 80)                                    | 1. Km 2414 to km 2226<br>2. Km 2234 to km 1860<br>3. Km 1880 to km 1471<br>4. Km 1480 to km 1171<br>5. Km 1171 to km 790<br>6.1. Km 845 to km 730<br>6.2. Km 750 to km 650<br>6.3. Km 660 to km 540<br>6.4. Km 570 to km 480<br>6.5. Km 505 to km 369<br>7. Km 383 to km 000 | Complicated navigational conditions, natural barriers to navigation, insufficient depth or width of the fairway during low-water period, safety of navigation. | At least 16 runs for each sector of Danube for which the certificate is delivered. | Several examinations, including a written test.                  |
| Croatia                     | N/A  |  |  |  |  |
| Czech Republic <sup>8</sup> | No LNR   |  |  |  |  |
| Finland <sup>9</sup>        | No LNR   |  |  |  |  |
| France <sup>10</sup>        | Rhine (E 10)                                     | Iffezheim–Lauterbourg  |  |  |  |

<sup>6</sup> DG TREN Report on harmonization of boatmaster's certificates, p. 11.

<sup>7</sup> Information received from the Bulgarian maritime administration in July 2010.

<sup>8</sup> Information received from the Czech National Navigation Authority in May 2009.

<sup>9</sup> DG TREN, Report on harmonization of boatmaster's certificates, p. 7.

<sup>10</sup> DG TREN, Report on harmonization of boatmaster's certificates, p. 6.

| Country               | Name and number of E-waterway <sup>1</sup> | Sector of the waterway   | Reasons for requiring local conditions knowledge <sup>2</sup> | Local knowledge (LN) requirements   |  |
|-----------------------|--|--|---|---|--|
|                       |  |  |   | Professional experience (number of runs)  | Modalities of examination on local conditions <sup>3</sup> |
| Germany <sup>11</sup> | Rhine (E 10)                               | Km 335,92 (Iffezheim) to km 857,4 (Spyck'sche Ferry)           | Difficult nautical conditions;<br>Safety of shipping          | 6 (8 in each direction of the waterway).<br>For further details see Chapter 2 of Rhine Patent Regulations | Oral   |
|                       | Elbe (E 20)                                | Km 0,0 (Schöna)–km 607,50 (Limits of the Port of Hamburg)      | Difficult nautical conditions;<br>Safety of shipping          | 16.<br>For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3                     | Oral   |
|                       | Weser (E 14)                               | Km 0,0 (Hann–Münden) (km 0,0)–km 204,45 (Minden)               | Difficult nautical conditions;<br>Safety of shipping          | 16.<br>For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3                     | Oral   |
|                       | Danube (E 80)                              | Km 2.249,00 (Liegestelle Vilshofen) to km 2.322,02 (Straubing) | Difficult nautical conditions;<br>Safety of shipping          | 16.<br>For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraph 2                        | Oral   |
|                       | Untere Havel–Wasserstraße (E 70)           | Km 68,0 (Plaue)–km 145,8 (Havelberg)                           | Difficult nautical conditions;<br>Safety of shipping          | 16.<br>For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3                     | Oral   |
|                       | Oder (E 30)                                | Km 542,4 (Ratzdorf)–km 704,1 (Widuchova)                       | Difficult nautical conditions;<br>Safety of shipping          | 16.<br>For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1–3                     | Oral   |

<sup>11</sup> Information received from Germany in May 2009.

| Country                   | Name and number of E-waterway <sup>1</sup> | Sector of the waterway  | Reasons for requiring local conditions knowledge <sup>2</sup> | Local knowledge (LN) requirements  |   |
|---------------------------|--|---|---|--|---|
|                           |  |   |   | Professional experience (number of runs)   | Modalities of examination on local conditions <sup>3</sup>  |
|                           | Saale (E 20–04)                            | Km 0,0 (Mündung in die Elbe)–km 19,50 (Unterer Vorhafen Schleuse Calbe) | Difficult nautical conditions;<br>Safety of shipping          | 16.<br><i>For further details see BinSchPatentV, paragraph 12, subparagraphs 1–3</i>   | Oral  |
| Hungary <sup>12</sup>     | Danube (E 80)                              | Km 1811–km 1433   | Free current  | At least 8 upstream and 8 downstream trips or 1440 hours of navigation on the lake for which the examination is taken. Half of the practice should be carried out in the quality of helmsman and within 18 months prior to the examination | Exam on local conditions and regulations taken before a special commission. Oral and written examination questions can be obtained beforehand. The use of interpreters is allowed |
| Ireland                   | N/A  |   |   |  |   |
| Italy                     | N/A  |   |   |  |   |
| Lithuania <sup>13</sup>   | No LNR                                     |   |   |  |   |
| Luxembourg <sup>14</sup>  | No LNR                                     |   |   |  |   |
| Moldova                   | N/A  |   |   |  |   |
| Netherlands <sup>15</sup> | No LNR                                     |   |   |  |   |
| Poland                    | N/A  |   |   |  |   |
| Romania <sup>16</sup>     | No LNR                                     |   |   |  |   |

<sup>12</sup> DG TREN, Report on harmonization of boatmaster's certificates, pp. 12–13.

<sup>13</sup> Information received from the Hungarian Ministry of Transport, Communications and Energy in May 2009.

<sup>14</sup> DG TREN, Report on harmonization of boatmaster's certificates, p. 13.

<sup>15</sup> DG TREN, Report on harmonization of boatmaster's certificates, p. 14.

<sup>16</sup> Information received from the Romanian Ministry of Transport and Infrastructure in May 2009.

| Country                          | Name and number of E-waterway <sup>1</sup>  | Sector of the waterway   | Reasons for requiring local conditions knowledge <sup>2</sup>  | Local knowledge (LN) requirements   |  |
|----------------------------------|---|--|--|---|--|
|                                  |   |  |  | Professional experience (number of runs)  | Modalities of examination on local conditions <sup>3</sup> |
| Russian Federation <sup>17</sup> | Russian inland waterways are divided in 16 inland navigation districts, managed by local authorities, which establish LN requirements |  | Reasons for requiring LN correspond to the reasons listed in footnote 3  | One month of navigation, at least   | Written and oral examinations on local conditions          |
| Serbia <sup>18</sup>             | Sava (E 80–12)  | According to Decision No. 32 of the International Commission for the Sava River Basin, the local knowledge requirements apply to the following sectors of the Sava river:<br>(a) Šabac sector: rkm 110 and rkm 78 (Island of Vrbiča)<br>(b) Belgrade sector: rkm 0<br>(c) Rača sector: rkm 175 | Šabac sector: natural and artificial navigation obstacles, lack of necessary depth or width of fairway at low water levels, narrow passages under bridges and constructions in the waterway<br>Belgrade sector: insufficient bridge clearance during high water levels<br>Rača sector: the biggest tributary to the Sava River, Drina River, creates silt residues which, in the period of high or low water levels, generate changes on the fairway | 16 trips during 10 years with, at least, three in both directions during 3 years prior to the application for the examination |  |
| Slovakia                         | N/A   |  |  |   |  |

<sup>17</sup> Information received from the Russian Federation in May 2009.

<sup>18</sup> Information received from the Serbian Ministry of Transport and Infrastructure in May 2009.

| <i>Country</i>            | <i>Name and number of E-waterway<sup>1</sup></i> | <i>Sector of the waterway</i> | <i>Reasons for requiring local conditions knowledge<sup>2</sup></i> | <i>Local knowledge (LN) requirements</i>  |  |
|---------------------------|--|-------------------------------|---|---|--|
|                           |  |                               |   | <i>Professional experience (number of runs)</i>   | <i>Modalities of examination on local conditions<sup>3</sup></i> |
| Switzerland <sup>19</sup> | Rhine (E 10–09)                                  | 170.00–166.64                 | Difficult nautical conditions;<br>Safety of shipping                | 16 (8 in each direction of the waterway).<br>For further details see Chapter 2 of Rhine Patent Regulations  | Written examination only   |
|                           |  | 166.64–156.02                 | Difficult nautical conditions;<br>Safety of shipping                | 16 (3 in each direction of the waterway during the year preceding the request).<br>For further details see Chapter 2 of Regulations on the delivery of certificates for the upper Rhine, RS 747.224.221 | Written examination only   |
|                           |  | 156.02–149.22                 | Difficult nautical conditions;<br>Safety of shipping                | 16 (4 in each direction of the waterway during the year preceding the request).<br>For further details see Chapter 2 of Regulations on the delivery of certificates for the upper Rhine, RS 747.224.221 | Written examination only   |

<sup>19</sup> Information received from Switzerland in June 2010.



| Country                      | Name and number of E-waterway <sup>1</sup>  | Sector of the waterway   | Reasons for requiring local conditions knowledge <sup>2</sup>   | Local knowledge (LN) requirements  |   |
|------------------------------|---|--|---|--|---|
|                              |   |  |   | Professional experience (number of runs)   | Modalities of examination on local conditions <sup>3</sup>  |
| Ukraine <sup>20</sup>        | Danube (E 80)   | The Danube Commission's (DC) Recommendations on the Establishment of Boatmasters' Licences on the Danube (1995) have been applied on the Danube since 1996.  |   |  |   |
| United Kingdom <sup>21</sup> | 14 LN areas (ports and rivers), including rivers Thames (E 60-01-05) and Mersey (E 60-01) | Details on the LN sectors are listed in Annex 3 and 4 to Notice to Masters and owners of all vessels operating commercially on inland waterways, and in limited coastal areas (MGN 334 (M)) on new national boatmaster's licence <sup>22</sup> | Local knowledge proposals are considered against four criteria:<br>High traffic density: types and patterns;<br>Difficult and complex tides and streams;<br>Particular physical hazards (and the difficulty of negotiating them);<br>If no suitable charts are available for the area | Required for some areas (Portsmouth Harbour, the Isles of Scilly and the Thames) | Oral examination on local knowledge. The content of the examination differs from one area to another, but core competencies for Local Knowledge Endorsement are listed in Annex 4 to MGN 334 (M) Notice |
| United States                | N/A   |  |   |  |   |

<sup>20</sup> Information received from the Shipping Register of Ukraine in September 2009.

<sup>21</sup> Information provided by UK at the September 2009 meeting of UNECE volunteer experts on the mutual recognition of boatmaster's licences. Detailed information is available at the special UK boatmasters licences one-stop shop: <<http://www.mcga.gov.uk/c4mca/mcga07-home/workingatsea/mcga-trainingandcert/ds-ss-bml1stop.htm>>.

<sup>22</sup> Available at: <<http://www.mcga.gov.uk/c4mca/mgn334.pdf>>.