



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.3/WP.3/2008/25
26 May 2008

ENGLISH
Original: ENGLISH AND
RUSSIAN ONLY

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

Thirty-third session

Geneva, 16-18 June 2008

Item 7 (a) of the provisional agenda

**ELABORATION OF HARMONIZED PROCEDURE FOR CONSIDERATION OF
APPLICATIONS FOR RECOGNITION OF SHIP'S CERTIFICATES AND
BOATMASTERS' LICENSES**

Reciprocal recognition of ship's certificates

Submitted by the Central Commission for the Navigation of the Rhine
and the Russian Federation

Note by the Secretariat

It is recalled that at its thirty-second session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation renewed its request to Governments and River commissions to submit their position and/or proposals on possible mechanisms for ensuring mutual recognition with the special invitation to the River commissions to share their experience in this area (ECE/TRANS/SC.3/WP.3/64, para.13).

The information received by the secretariat is reproduced below. The Working Party may wish to consider what recommendation, if any, it should submit to the Working Party on Inland Water Transport on the subject of the mutual recognition of ship's certificates.

I. CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE (CCNR)

1. The Central Commission for the Navigation of the Rhine (CCNR) has taken the necessary steps to put in place the prerequisites for the recognition of ship's certificates issued from states not being member of the CCNR. This process is almost finished and the first recognition of certificates, those based on national regulations implementing the Directive 2006/87/EC on the technical requirements for inland navigation vessels, can be expected later in 2008.

2. Article 22 of the revised Mannheim Convention stipulates: "Before a vessel makes its first voyage on the Rhine, the owner or steersman must obtain a certificate stating that the vessel has the structural strength and equipment necessary for navigation on that part of the river for which it is intended. This certificate or licence for the vessel shall be issued, after an inspection by experts, by the competent authorities of one of the riparian States."

3. The Additional Protocol No 7 to the Mannheim Convention amends article 23 of the convention. It declares that that "the Central Commission may recognize other vessel certificates and other boatmasters' certificates when their issue is based on conditions equivalent to those it establishes (...) and procedures ensuring effective compliance with it. Such recognition may be withdrawn if the Central Commission observes that the conditions established are no longer satisfied. The details shall be set out in the relevant regulations for implementation".

4. In December 2007 the CCNR decided to amend its Police Regulation and its Vessel Inspection Regulation allowing vessels to be provided with certificates other than those issued by CCNR member states. In addition, it added an annex to the Inspection Regulation that in the future will list the certificates recognized by the CCNR and possible prerequisites for their recognition. (Foreseeing those prerequisites is useful for example, if the other regulations do not include general requirements for exhaust emissions; in this case the CCNR could declare that certificates ensuring also the fulfilment of the emission requirements are recognised. By doing so, the CCNR will be able to recognize other certificates even if the underlying requirements are not in all aspects equivalent.)

5. Currently, the CCNR is elaborating the relevant regulations for implementation of recognition. The regulations should be similar to the one for the recognition of boat master's licences.

6. CCNR documents on this subject of the recognition of the ship's certificates include:

- a) Additional Protocol No 7 to the Mannheim Convention (TRANS/SC.3/2003/11/Add.1);
- b) Resolution 2003-I-13 concerning the transposition of the additional Protocol 7 (TRANS/SC.3/2005/5/Add.1);
- c) Resolution 2007-II-21 concerning the recognition of non-Rhine certificates, amending the Rhine Police Regulation and the Rhine Vessel Inspection Regulation;
- d) Document RV (08) 5 with draft regulations concerning the recognition of ship certificates.

II. RUSSIAN FEDERATION

7. The issue of mutual recognition of ship's certificates is closely related to the harmonization of technical requirements. The main objective of the mutual recognition is to create a document which, based on a common standard, would attest to the technical condition of the vessel and its suitability for inland navigation. This would greatly facilitate the work of national inspection authorities, controlling vessels coming from abroad.

8. At the present time, the procedure for mutual recognition of ship's certificates has not been introduced on the Russian Federation's inland waterways, as only vessels with Russian Federation's flag navigate on its waterways.
