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Item 11 (a) of the provisional agenda

Recreational navigation:

Workshop on recreational navigation and water tourism

Workshop on recreational navigation and water tourism: addressing challenges and exchanging the best practices

Note by the secretariat

I. Mandate

1. This document is submitted in line with Cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2016–2017 (ECE/TRANS/2016/28/Add.1) adopted by the Inland Transport Committee at its seventy-eighth session on 26 February 2016.
2. Following the goal of promoting the use and safety of recreational navigation as set out in the Terms of Reference of the Working Party on Inland Water Transport (SC.3),¹ the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) at its forty-ninth session took note of the information on some developments and trends in bareboat chartering of pleasure craft and water tourism and proposed to organize a workshop in conjunction with the sixtieth session of SC.3 dedicated to recreational navigation and water tourism in order to continue discussion and, in particular, to share best practices in the management of pleasure craft leasing or rental (ECE/TRANS/SC.3/WP.3/98, paras. 53–54).
3. The workshop on recreational navigation and water tourism will be organized jointly by the secretariat and the European Boating Association (EBA).

¹ Adopted by SC.3 on 14 October 2011 and approved by the Inland Transport Committee (ITC) on 1 March 2012 (ECE/TRANS/SC.3/191, para. 54; ECE/TRANS/224, para. 91).

II. UNECE activities related to recreational navigation

4. SC.3 adopted, maintains and updates the following documents aimed at the promotion of pleasure navigation and waterborne tourism:

- International Certificate (international card) for Pleasure Craft - Resolution No. 13;
- International Certificate (international card) concerning the Competence of Pleasure-Craft Operators – Resolution No. 14;
- International Certificate for Operators of Pleasure Craft (ICC) – Resolution No. 40 and the Guidelines to Resolution No. 40 which are developed and maintained by EBA;
- Small Craft Used Exclusively for Pleasure Navigation - Resolution No. 41;
- European Recreational Inland Navigation Network - Resolution No. 52.

5. SC.3 maintains and updates the information on the application of UNECE resolutions by member States² on national competent bodies in Appendix 4 to Resolution No. 40 and the database of International Certificate for Operators of Pleasure Craft (ICC) models issued by national authorities in accordance with Resolution No. 40.

III. Topics for the workshop and issues for further consideration

6. The pleasure boat fleet is the most numerous and heterogeneous by vessel types and their purpose as compared to other types of fleets. There are some examples of registered pleasure boats in different countries:

- Member States of the European Union – 6.3 million vessels (total); today, 70% of boat charter takes place in Europe, with a significant part being held in the Mediterranean Sea;³
- United States of America – 11.87 million recreational boating vessels in total (2015);⁴
- Canada - over 4.3 million boats;⁵
- Russian Federation – over 1.5 million craft (registered in the State Inspectorate of Small Craft).

7. These activities are therefore significant for sectors of the economy related to boating, water sports, marinas and tourism. However, the diversity and fragmentation, the absence of agreed approach in the national legislation and a harmonized base at the international level, the difference in technical and safety requirements, training and certification of skippers and crews create barriers for boaters and have implications for sustainable operating and development of this sector.

8. Recreational fleet can be characterized as a sector with a potential for sustainable growth and job creation and its development and sustainability are important for all sectors and players involved⁶. Having recognized this, the European Commission (EU) in

² The updated information is available in ECE/TRANS/SC.3/2016/13.

³ www.europeanboatingindustry.eu/eu-affairs/tourism.

⁴ www.statista.com/topics/1138/recreational-boating/.

⁵ www.nautismequebec.com/files/files/NMMA%20Boating%20Economic%20Impact%20Study.pdf.

⁶ Study on the competitiveness of the recreational boating sector by ECSIP Consortium.

February 2014 adopted the strategy on coastal and marine tourism addressing challenges for coastal and maritime tourism in Europe, in particular:⁷

- Stimulating performance and competitiveness, including improving knowledge, addressing demand volatility and overcoming the sector fragmentation;
- Promoting skills and innovation;
- Addressing environmental pressures.

9. At the fifty-ninth session of SC.3 and the forty-ninth session SC.3/WP.3 member States, River Commissions, the European Boating Association (EBA) and other stakeholders highlighted the following issues that could be relevant for further activities of SC.3:⁸

- certification of pleasure craft skippers at a pan-European level, developing uniform criteria for recreational shipping and upgrading Resolution No. 40 to a binding instrument;
- bringing together the knowledge of the yacht charter market in Europe, including the experience in establishing a single market of services in the leasing or rental of pleasure craft, and best practices for qualifications of bareboat charterers and skippers in terms of Resolution No. 40;
- addressing routes for recreational navigation including water tourism and developing the UNECE Map of the European Recreational Inland Navigation Network (AGNP) to provide a valuable source of information for recreational boaters who wish to navigate the inland waterways of Europe.

10. The following topics are proposed for the discussion at the workshop:

- Recreational navigation and water tourism – existing facilities and activities;
- Skipper Licensing and opportunities to develop the ICC;
- Opportunities to develop inland waterways recreational navigation and chartering;
- ICC case studies.

11. Governments and administrations, international and national boating associations, training centres and other bodies in the field of training and certification of pleasure boaters, charterers and chartering associations and inspection bodies are invited to take part in the workshop. The participants are invited to outline the facilities that exist and the activities that take place on their national inland waterways and challenges their boaters face. Exchanging best practice and discussions would help to find appropriate solutions on how to improve the competitiveness and performance of the sector, possibly new forms of cooperation and synergy between national bodies and international organizations and associations.

12. The workshop is aimed at the promotion of recreational navigation by highlighting the economic contribution made by recreational boating and advantages from developing and supporting recreational boating. Such advantages include economic benefits countries could experience if they make cross border movement and chartering easy for foreign nationals.

⁷ http://ec.europa.eu/maritimeaffairs/policy/coastal_tourism/documents/com_2014_86_en.pdf.

⁸ ECE/TRANS/SC.3/2011, para. 57, ECE/TRANS/SC.3/WP.3/98, paras. 47–53, ECE/TRANS/SC.3/WP.3/2016/18, Informal documents SC.3/WP.3 No. 9 and 31 (2016).

13. Legalities of cross-border movement and legally binding instruments relevant to recreational navigation on inland waterways should be taken into account, as they may have implications for recreational voyages across Europe such as, for instance, border-crossing procedures and local requirements. Here, ICC could be considered as an instrument facilitating the elimination of such obstacles. In this connection the relevance of Resolution No. 13 could be discussed and possible ways how to facilitate the replacement of Resolution No. 14 by Resolution No. 40.

14. In order to facilitate the development of recreational navigation in Europe the information necessary for boaters shall be easily accessible. This includes the availability of maps, information about routes, certification, chartering and other information essential for tourists. Tools developed by UNECE such as the AGNP map and the ICC database, are intended for this purpose. However, this matter may require further consideration in order to meet actual needs and increase the visibility of recreational and tourist boat trips.

15. The certification of boaters may be considered as a barrier to those non-Europeans wishing to cruise the European inland waterways. Training and certification entities and administrations could share best practice and discuss how to facilitate the recognition of certificates.

16. Results of Working Group 11 of ISO Technical Committee 228 "Tourism and related services" will be highlighted at the workshop. Exchanging best practice on boat chartering (without a skipper), information on its availability across European inland waterways and experience in creating a single market would be valuable for further activities in this field. Furthermore, it may help to encourage Governments to simplify procedures for boat chartering for boaters which do not hold national qualifications issued by the Government of the country in which the charter takes place.

17. The roundtable will be focused on ICC related issues, in particular, frequently asked questions on the application of Resolution No. 40 and ICC case studies received by the secretariat and EBA.
