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Working Party on Inland Water Transport

Sixty-first session

Geneva, 4-6 October 2017

Item 11 (a) of the provisional agenda

Recreational navigation: Activities of the Informal Working Group on recreational navigation;

Minutes of the first meeting of the Informal Working Group on recreational navigation

1. The Informal Working Group on recreational navigation (hereafter the Group) held its first meeting on 2-3 August 2017 in Geneva.
2. The following participants took part in the meeting:
 - Mr. Tomasz Lipski, International Sailing Schools Association (ISSA)
 - Ms. Signe Meling, Norwegian Maritime Authority
 - Ms. Randi Linløkken, Norwegian Maritime Authority
 - Mr. Sergey Moiseev, Russian Yachting Association
 - Ms. Irina Moiseeva, Russian Yachting Association
 - Mr. Amayak Nunikyan, EMERCOM of the Russian Federation
 - Ms. Carol Paddison, European Boating Association (EBA)
 - Mr. Andrii Starovoit, Association of Small Craft and Boating Sport of Ukraine (ASCBSU), PO "Waterway from the Varangians to the Greeks" (PO "WVG")
 - Ms. Victoria Ivanova, UNECE secretariat
3. The meeting was opened by Mr. Francesco Dionori, Head of Transport Networks and Logistics Section.
4. The participants adopted the agenda on the basis of IWG RN/2017/1/Rev.1 which is attached.
5. The Group approved the draft Terms of Reference (IWG RN/2017/2/Rev.1) and asked the secretariat to transmit it to the Working Party on Inland Water Transport for final adoption.
6. The Group exchanged information on the current situation in the sector. The Norwegian Maritime Authority informed the Group that about 25000 national licenses for recreational boaters and 140 ICC were issued every year. The Authority was considering developing its own CEVNI test to issue ICC also for inland waterways. ISSA pointed out that it was sometimes difficult to find contact persons in charge of ICC in some countries who were applying Resolution No. 40. The State Inspectorate on Small Craft informed about the current situation in the Russian Federation. Russian Yachting Association stressed that recreational navigation has become very popular among Russian recreational

boaters in Russia and abroad over the past 15 years. Ukraine informed about the establishment of a common working group on recreational navigation.

7. Russian Yachting Association presented its proposal for education and training of recreational boaters. The Group exchanged views on the proposal and discussed whether a UNECE document was appropriate or if an ISO standard might be a better tool. EBA asked what problem the proposal was designed to fix. As the document stands, there are missing details in the text, so the Group agreed to develop a questionnaire to collect information about training in countries and from organizations not represented at the meeting in order to establish the need for the proposed document. The Norwegian Maritime Authority indicated that the training of recreational boaters for the boat length up to 15 m is not regulated in Norway and, therefore, such document would not be relevant for them.

8. The Group exchanged information of the detailed application of Resolution No. 40 and highlighted that Governments which had implemented both Resolution No. 40 and CEVNI could assist Governments which have not implemented CEVNI or do not have navigable inland waterways in developing CEVNI tests. The secretariat was asked to transmit this proposal to SC.3.

9. The Group highlighted the importance of Governments notifying the secretariat of any limitations to their acceptance of Resolution No. 40 both in terms of the ICC it issues and its recognition of ICC's issued by other countries. This information can then be published officially by the secretariat and referenced by all interested parties. It should be made clear on what terms the government issues the ICC including restrictions on the size or type of boat, the ICC holder is permitted to use. The Group recommends SC.3 to consider the importance of this information and how it can best be collected and made available.

10. The Group discussed current practices for renewal of ICC's and noted that it was common practice to renew an ICC without re-testing the ICC holder skills.

11. The Group was of the opinion that the maritime authority can give special authorization for another body, authorized by another Government to issue the ICC, to issue the ICC to its Citizens if it wants to do so.

12. The Group discussed why the resolution does not specify definitions and restrictions and it noted, based on the difference of opinion amongst the participants, that such definitions and restrictions would be impossible to agree. This emphasized the importance of the discussion under point 9 above.

13. The Group discussed the approach used in the Guidelines to Resolution No. 40 and was in agreement that this was the correct way to clarify questions on the implementation and recognition of ICC. The Group identified a discrepancy in para. 21 of the draft revised Guidelines to Resolution No. 40 (ECE/TRANS/SC.3/2017/22) and asked EBA to finalize the text in conjunction with the secretariat for submission to SC.3.

14. Russian Yachting Association considered it necessary to clarify the meaning of the following terms from Resolution No. 40 and Resolution No. 14, revised, superseded by Resolution No. 40: competent authority; qualified bodies; association issuing the card; bodies approved by implementing Governments; bodies approved by Governments. The remainder of the Group were clear that the terms in Resolution No. 14 did not apply to Resolution No. 40.

15. The Group exchanged opinions on the promotion of recreational navigation and water tourism in member States. Ukraine informed about the restoration project of the E 41 waterway in relation to recreational navigation and proposed that a method for member States to be able to check the validity of ICCs issued by other countries that have applied Resolution No. 40 would be valuable. The Group supported this idea in principle but had reservations about how it could be realized in practice. The Norwegian Maritime Authority

demonstrated the system it has for verifying commercial certificates which provided a potential solution. The Group expressed the intention to return to this idea at a future meeting.

16. The secretariat informed the Group about the inquiries received from individuals in countries that have not adopted Resolution No. 40. The Group decided that the inquiries would be a basis for future amendments of the Guidelines to Resolution No. 40.

17. In relation to Annex I of Resolution No. 52, the Group mentioned that the average beam of a modern sailing boat has increased and is now closer to 4.5 m. The secretariat was asked to check whether the RD class waterways can accommodate boats having a beam of 4.5 m with a view of possible updating Resolution No. 52.

18. The Group decided to have its next meeting in Geneva in February 2018, possibly back-to-back with the fifty-second session of SC.3/WP.3, and asked the secretariat to investigate if this is feasible. The Group suggested holding the next meeting back-to-back with SC.3 and/or SC.3/WP.3 sessions in the hope that this would make it possible for the Maritime Authorities of more Member States to be represented within the Group.

Annex

Agenda of the 1st meeting of the Informal Working Group on recreational navigation

2-3 August 2017, Palais des Nations, Geneva

- I. Opening and adoption of the agenda
Document: IWG RN/2017/1Rev.1
 - II. Brief introduction of the participants
 - III. Mandate: Terms of Reference of the Group
Document: IWG RN/2017/2/Rev.1
 - IV. Exchange of information on the current situation in the sector.
Document: IWG RN/2017/4
 - V. Requirements for the education and training of pleasure craft operators.
Document: IWG RN/2017/3
 - VI. Promotion of ICC and Resolution No. 40.
Document: IWG RN/2017/4
 - VII. Promotion of recreational navigation and water tourism in member States.
Document: IWG RN/2017/4
 - VIII. Other business.
 - IX. Next meeting.
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