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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Inland Water Transport

Fifty-third session

Geneva, 4-6 November 2009

Item 5 (b) of the provisional agenda

**STANDARDIZATION OF TECHNICAL AND SAFETY REQUIREMENTS IN INLAND  
NAVIGATION**

Amendments to Recommendations on Minimum Requirements for the Issuance of Boatmaster's  
Licences in Inland Navigation with a view to their Reciprocal Recognition for International  
Traffic (Resolution No. 31)

Local knowledge requirements existing in the UNECE Region

Note by the secretariat

**I. INTRODUCTION**

1. It is recalled that Resolution No. 258 of the 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 and its relevant subsidiary bodies 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 licences on 18 September 2008, experts recognized that it could be useful to collect the information on the local knowledge requirements in the UNECE countries (ECE/TRANS/SC.3/WP.3/2009/7, para.19). Bearing this in mind, the secretariat in consultation

with the River Commissions, prepared a draft table which could be used to collect information on the local knowledge requirements existing in the UNECE region.

3. At its thirty-fourth session, the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) approved the draft questionnaire and requested the secretariat to circulate it to member States and River Commissions (ECE/TRANS/SC.3/WP.3/68, paras. 26-27).

4. The Working Party may wish to consider the preliminary information compiled by the secretariat, based on the replies received from the member-States and River Commissions and on the relevant international studies.<sup>1/</sup>

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<sup>1/</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.)

## II. LOCAL KNOWLEDGE REQUIREMENTS EXISTING IN THE UNECE REGION

Country	Name and number of E-waterway <sup>2/</sup>	Sector of the waterway	Reasons for requiring local conditions knowledge <sup>3/</sup>	Local knowledge (LN) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions <sup>4/</sup>
Austria <sup>5/</sup>	Danube (E80)	Three free flowing sectors of Danube: (a) Km 2094,5 (Wallsee) - km 2060,4 (Persenbeug) (b) Km 2032.8 (Melk) - km 1979,8 (Altenwörth) (c) Km 1921 (Wien-Freudenau) - the Austrian-Slovak border		At least, 8 upstream and 8 downstream trips	
Belarus	N/A				
Belgium <sup>6/</sup>	No				
Bulgaria <sup>7/</sup>	No				
Croatia	N/A				
Czech Republic <sup>8/</sup>	Sava (E80-12)	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:	Šabac sector: natural and artificial navigation obstacles, lack of necessary depth or width of fairway at low water levels, narrow passages under	16 trips during 10 years with, at least, three in both directions during 3 years prior to the application for the examination.	

<sup>2/</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>3/</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>4/</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>5/</sup> DG TREN Report on harmonization of boatmaster's certificates, p. 10.

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

<sup>7/</sup> DG TREN Report on harmonization of boatmaster's certificates, p. 11.

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

Country	Name and number of E-waterway <sup>2/</sup>	Sector of the waterway	Reasons for requiring local conditions knowledge <sup>3/</sup>	Local knowledge (LN) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions <sup>4/</sup>
		(a) Šabac sector: rkm 110 and rkm 78 (Island of Vrbica) (b) Belgrade sector: rkm 0 (c) Rača sector: rkm 175	through bridges and constructions in the waterway. <u>Belgrade sector:</u> insufficient bridge clearance during the high water levels <u>Rača sector:</u> 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.		
Finland <sup>9/</sup>	No				
France <sup>10/</sup>	Rhine (E 10)	Iffezheim - Lauterbourg			
Germany <sup>11/</sup>	Rhine (E10)	Km 335,92 (Iffezheim) to km 857,4 (Spyck'sche Ferry)	Difficult nautical conditions Safety of shipping	16 (8 in each direction of the waterway). For further details see Chapter 2 of Rhine Patent Regulations	Oral
	Elbe (E20)	Km 0,0 (Schöna) - km 607,50 (Limits of the Port of Hamburg)	Difficult nautical conditions Safety of shipping	16. For further details see <i>BinSchPatentV</i> ,	Oral

<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.

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

Country	Name and number of E-waterway <sup>2/</sup>	Sector of the waterway	Reasons for requiring local conditions knowledge <sup>3/</sup>	Local knowledge (LN) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions <sup>4/</sup>
				paragraph 12, subparagraphs 1-3.	
	Weser (E14)	Km 0,0 (Hann.-Münden) (km 0,0) - km 204,45 (Minden)	Difficult nautical conditions Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1-3	Oral
	Danube (E80)	Km 2.249,00 (Liegestelle Vilshofen) to km 2.322,02 (Straubing)	Difficult nautical conditions Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraph 2	Oral
	Untere Havel-Wasserstraße (E70)	Km 68,0 (Plaue) - km 145,8 (Havelberg)	Difficult nautical conditions Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1-3	Oral
	Oder (E30)	Km 542,4 (Ratzdorf) - km 704,1 (Widuchova)	Difficult nautical conditions Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1-3	Oral
	Saale (E20-04)	Km 0,0 (Mündung in die Elbe) - km 19,50 (Unterer Vorhafen Schleuse Calbe)	Difficult nautical conditions Safety of shipping	16. For further details see <i>BinSchPatentV</i> , paragraph 12, subparagraphs 1-3	Oral
Hungary <sup>12/</sup>	Danube (E80)	KM 1811 – km 1433	Free current	At least, 8 upstream and 8 downstream trips or 1440 hours of navigation	Exam on local conditions and regulations taken

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

Country	Name and number of E-waterway <sup>2/</sup>	Sector of the waterway	Reasons for requiring local conditions knowledge <sup>3/</sup>	Local knowledge (LN) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions <sup>4/</sup>
				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.	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				
Luxembourg <sup>14/</sup>	No				
Moldova	N/A				
Netherlands <sup>15/</sup>	No				
Poland	N/A				
Romania <sup>16/</sup>	No				
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	N/A				
Slovakia	N/A				
Switzerland	N/A				
Ukraine	N/A				

<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.

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

Country	Name and number of E-waterway <sup>2/</sup>	Sector of the waterway	Reasons for requiring local conditions knowledge <sup>3/</sup>	Local knowledge (LN) requirements	
				Professional experience (number of runs)	Modalities of examination on local conditions <sup>4/</sup>
United Kingdom <sup>18/</sup>	14 LN areas (ports and rivers), including rivers Thames (E60-01-05) and Mersey (E60-01)	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>19/</sup>	Local knowledge proposals are considered against four criteria: (a) High traffic density: types and patterns; (b) Difficult and complex tides and streams; (c) Particular physical hazards (and the difficulty of negotiating them); (d) 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				

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<sup>18/</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>19/</sup> Available at: <<http://www.mcga.gov.uk/c4mca/mgn334.pdf>>.