Recent developments and initiatives in the Education and Training in the European IWT sector

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EDINNA is the educational network of European inland waterway navigation schools and training institutes

The EDINNA association recognizes that all members use the same European waterway system and have a different background in various educational systems

Aim of EDINNA: coming to a more structured cooperation and establish a harmonized and comparable system of education, training and certification

Exchange of students and knowledge between the several members

Participation as much valued Expert in several European and International programs aiming on IWT education and training

Members and Associated Members of EDINNA

30 IWT educational institutions from all over Europe and beyond

(i.e.) the "Commission Internationale du Bassin Congo – Oubangui Sangha" (CICOS)
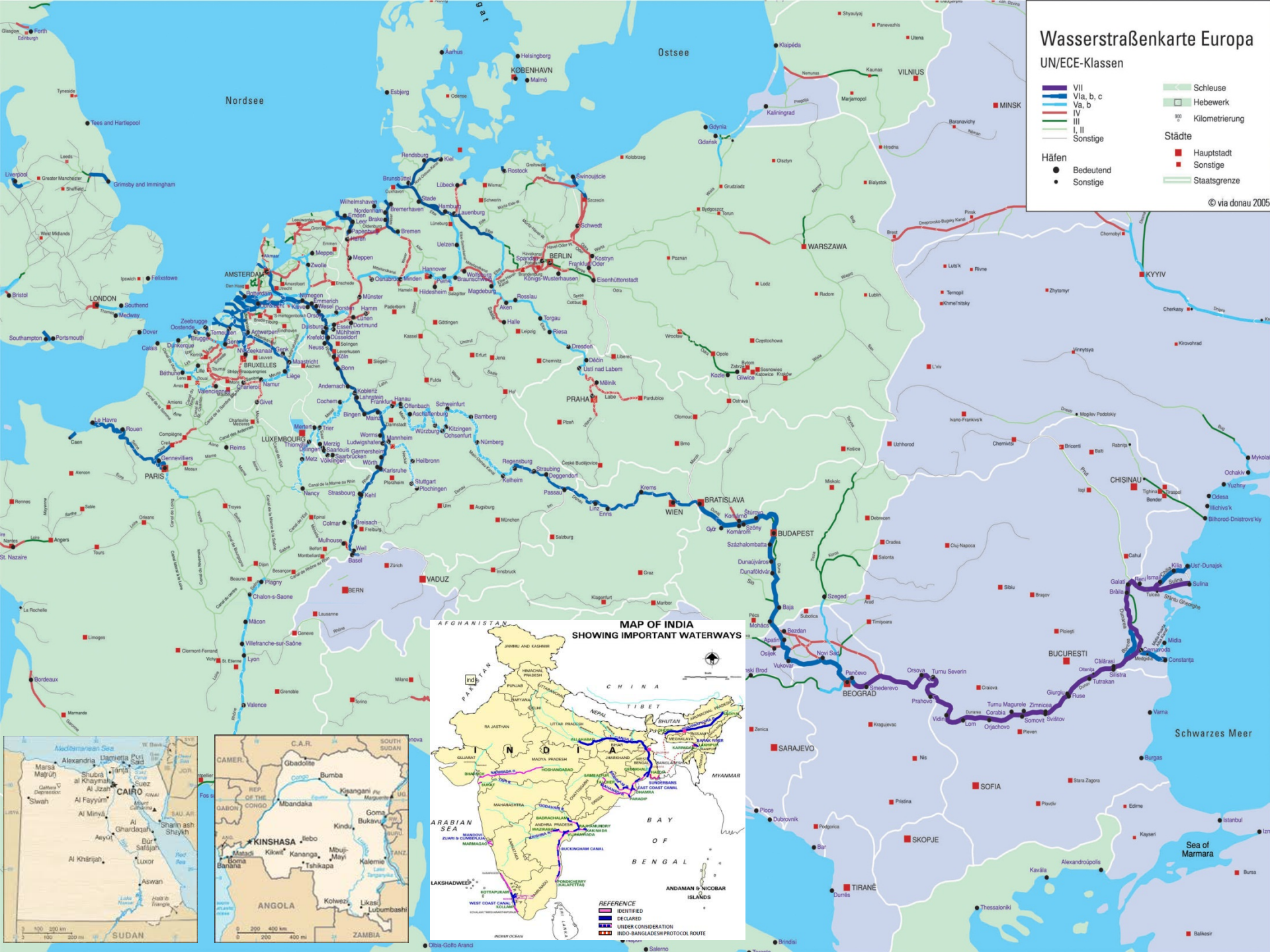in Kinshasa and Brazzaville

11 associated Members (Public Administrations, Associations, Unions and Universities)

(i.e.) the European Transport Workers' Federation (ETF)

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Wasserstraßenkarte Europa

UN/ECE-Klassen

EDINNA's achievements
2015

STCIN in a very developed state (realized within the PLATINA framework in 2011)

"Riverspeak" versions in French, Dutch and German are realized and actually under review at the CCNR in Strasbourg

Ongoing exchange programs between the EDINNA member institutions

Participation as well respected experts in numerous projects within the CCNR, European Commission and UNECE

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EDINNA's aim until 2020
in 2015

One Europe = One boatmasters licence!
One Europe = One standard for boatman training!

But: Standards have to assure a common competency level!

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EDINNA's vision for a contemporary
and vivid educational system in IWT

A modernised and yet flexible system of professional qualifications in IWT

Implementation of mandatory practical examinations for future boatmasters

Establish a system of ongoing adult education and training (lifelong learning)

Further development and implementation of Riverspeak

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Revision of the directive 96/50/EC

Revision of the directive 96/50/EC on mutual recognition of boatmasters certificates in order to include all European IWT personnel

Participation in the Common Expert Group on professional qualifications and training standards in inland navigation (CEG)

The EC initiative aims to ease road congestion and its attendant pollution by promoting a switch to greener transport modes for European freight traffic (MARCO POLO)

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Revision of the directive
96/50/EC

State of the initiative: Impact Assessment undergoing a second attempt
– acceptance by the EC probably later this year

IA Failed due to a lack of proof of a potential safety issue in IWT

Members of the CEG are currently gathering information on
potential safety issues and incident statistics

Challenge: No uniform and realisable statistics are available

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Observations during the process

The competencies in the European IWT legislation are shifting

The CCNR collaborates with the EC DG MOVE

The CCNR is forced to open itself towards other European (non-rhine) countries

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CESNI
03.06.2015

Committee for the realisation of technical standards in Inland Navigation

Committee consists of experts form the CCNR and the EU Member states

First evaluation of CESNI in the end of 2017

Instrument to realize the three priorities of the Dutch CCNR presidency :

Greening of Inland Navigation

Modernising professional qualifications

Common European standards and better technical regulations for the fleet

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CMINET
2014

Course Manuals for a harmonised education of IWT workers on all levels in Europe

Based on the STCIN competence tables - developed during PLATINA I

The pattern of the Course Manuals should be comparable to the IMO Model Courses

Project is finished – the final conference on this project was held in Brussels in April 2015

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PLATINA
Competence Tables

Working meeting on the columns 3 and 4 from the 12th to the 14th of January 2015 in Duisburg

Meeting was chaired by EDINNA and attended by River Commissions, National Ministries, Employers Organizations and Workers Unions

Discussion on already prepared suggestions on the OL

Suggestions for the ML were prepared during the meeting

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During this project, the columns 3 and 4 of the original STCIN tables were filled with content for the first time

Column 1	Column 2	Column 3	Column 4
COMPETENCE	**KNOWLEDGE, UNDERSTANDING AND PROFICIENCY**	**METHODS FOR DEMONSTRATING COMPETENCE**	**CRITERIA FOR EVALUATING COMPETENCE**
Assist with mooring, unmooring and hauling (towage) operation	1. Knowledge and ability to use general equipment on board different types of vessels, e.g. bollards and winches of mooring and unmooring manoeuvres. 2. Knowledge and ability to use materials available on board such as ropes and wires considering relevant safety measures such as use of Personal Safety Equipment (PSA).		
Assist with couple operations of push barge combinations	1. Knowledge and ability to connect and disconnect push/barge combinations using approved equipment and material. 2. Knowledge and ability to apply safe working rules and communication with crewmembers involved.		
Assists with anchoring operations	1. Knowledge of anchoring equipment and procedures in various circumstances. 2. Knowledge and ability to assist with anchor manoeuvres: prepare anchor equipment for anchoring operations, presenting anchor, giving sufficient amount of cable to veer initially. Determination when the anchor holds the ship at its position (anchor bearing). Securing of anchors on the completion of anchoring. The use of dragging anchors in various manoeuvres. Handling of the anchor signs.		

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Column 1	Column 2	Column 3	Column 4
COMPETENCE	KNOWLEDGE, UNDERSTANDING AND PROFICIENCY	METHODS FOR DEMONSTRATING COMPETENCE	CRITERIA FOR EVALUATING COMPETENCE
Assist with mooring, unmooring and hauling (towage) operation	1. Knowledge and ability to use general equipment on board different types of vessels, e.g. bollards and winches of mooring and unmooring manoeuvres 2. Knowledge and ability to use materials available on board, such as ropes and wires considering relevant safety measures, such as use of Personal Safety Equipment (PSA)	Examination and assessment of evidence obtained of one or more of the following if appropriate: In service experience on a vessel Approved simulator Laboratory equipment	Spoken communication is relevant to mooring, unmooring (towage) according to Riverspeak. Operations are clear, correctly interpreted and understood. Mooring, unmooring and hauling (towage) operations are carried out in accordance with established safety practices, environmental circumstances and equipment operating instructions.

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**TTIET
2014**

Development of pre defined Train The Trainer Courses for IWT education and training

Projectis subsequently develops the CMINET results for further use

A Didactical Manual for a "simulator trainer – training course" is already developed

A successful pilot training has been conducted in May 2015

Use of Simulators 2015

The EC and the CCNR are currently working on Standards for IWT Simultors

As of now, IWT Simulators are only in use as exam-instrument in the Netherlands (Praktijkexamens Schipper)

The "Praktijkexamens" are still under heavy critizism from some other CCNR countries and organizations . But yet the exams are commonly acknowledged!

On 19th of May 2015 the CCNR communicated, that they do not object the use of simulators in training and assessment in the future.

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Platina II
2014

(Platform for the Implementation of NAIADES II)
successor of the FP7 based PLATINA program – started in late 2013

Programme consists out of 4 individual work packages

WP 1	=	Markets and Awareness
WP 2	=	Innovation and Fleet
WP 3	=	Jobs and Skills
WP 4	=	Infrastructure

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**Platina II
2014**

Initiatives for the use of Simulators, the implementation of a electronic Service Record Book as well as for the promotion of IWT in general Logistic

Main responsibility of the MAH: the electronic Service Record Book (e-SRB)
Final report was submitted by us in April 2015

Aim of the initiative on e-SRB

Exploring possibilities for a electronic version of a Service Record Book

Exploring possibilities for a centralized Register of all SRB's

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Platina II
e-SRB

Lack of a common and standardized format for a Service Record Book in European inland navigation.

Incomparability can be considered as a barrier to labor mobility since not every SRB is valid on the entire European waterway system

Existing paper-based SRBs without any safety features are vulnerable to fraud and abuse

There is an absence of a centralized or uniform register of IWT certificates

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Platina II
e-SRB

Two different possible models are in discussion:
Internet based (AIS based) and Chip card based

Chip Card Based: Closed System with personalised card for every worker and a set of hardware-components on board – only directly controllable

Internet Based: Web based system accessible through personal safety measures (code, fingerprint etc.) – Real time control possible

Centralised register vs. connected decentralized registers of all issued SRB's

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Thank you very much !

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