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EUROPEAN COMMITTEE FOR
DRAWING UP STANDARDS
IN THE FIELD OF INLAND NAVIGATION

Draft standards for the practical examination for obtaining a certificate of qualification as a liquefied natural gas (LNG) expert

Communication from the Secretariat

Article 17(3) of Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation states that the demonstration of compliance with the standards of competence shall include a practical examination for obtaining a certificate of qualification as a liquefied natural gas (LNG) expert.

The Commission is empowered to adopt delegated acts in accordance with Article 31 to supplement this Directive by laying down standards for the practical examination referred to in Article 17(3), specifying the specific competences and the conditions to be tested during the practical examinations, as well as the minimum requirements for the craft on which the practical examination may be taken.

Experts of the Working Group for professional qualifications have revised the draft submitted by the Secretariat during the meeting of the Working Group on 1 February 2018. Experts have invited the Secretariat to submit the annexed draft for examination by the Committee during the meeting on 10 April 2018.

CESNI experts examined the draft and decided to put it on the agenda of the CESNI meeting on 8 November 2018 for adoption.

Annex

Draft standards for the practical examination for obtaining a certificate of qualification as a liquefied natural gas (LNG) expert

I. Specific competences and assessment situations

Examiners are free to decide about the content of the individual examination elements.

Examiners shall test 9 out of 11 category I elements.

Examiners shall test 5 out of 7 category II elements.

Applicants can reach 10 points in each element as a maximum result.

For category I, applicants must reach a minimum of 7 out of 10 points in each tested element.

For category II, applicants must reach a minimum total score of 30 points.

No.	Comp.	Examination elements	Category I-II
1	1.1	instruct and monitor crew member operations in order to ensure compliance with legislation and standards applicable to craft using LNG as a fuel on board the craft and in particular with the bunkering procedure;	II
2	1.2	instruct and monitor crew member operations in order to ensure compliance with other relevant health and safety regulations;	II
3	2.2	conduct risk management, to document on-board safety (including safety plan and safety instructions), to assess and control dangerous areas, fire safety and to use personal protective equipment;	II
4	3.1	present the mode of action of LNG;	II
5	3.1	read pressure and temperature, operate stripping, containment, pipe, gas supply, ventilation, safety systems, valves and to manage boil-off of LNG;	I
6	4.1	perform daily, weekly and regular periodic maintenance,	I
7	4.1	correct malfunctions detected during maintenance;	I
8	4.1	document maintenance work;	II
9	5.1	start and monitor bunkering procedures including measures to guarantee safe mooring, correct position of cables and pipes in order to avoid leakage, and to take measures to safely disconnect LNG and bunkering connection if needed at any time;	I
10	5.1	ensure compliance with relevant safety zone regulations;	II
11	5.1	report start of bunkering procedure;	II
12	5.1	perform safe bunkering according to manual, including ability to monitor pressure, temperature and LNG level in tanks;	I
13	5.1	purge pipe systems, to close valves and disconnect craft from bunkering installation and to report end of procedure after bunkering;	I
14	6.1	perform <ul style="list-style-type: none"> • inerting of the LNG system, • LNG fuel tank drainage procedure, • first filling of LNG fuel tank (drying and cooldown), and • entry into service following a shipyard stay; 	I
15	7.1	react appropriately in case of emergencies such as <ul style="list-style-type: none"> • on-deck LNG spills, • skin contact with LNG, • LNG spills in closed spaces (e.g. in engine rooms), • LNG spills or natural gas leaks in inter-barrier spaces (e.g. double-walled fuel tanks, double-walled pipes); 	I

16	7.1	react appropriately in case of fire in the vicinity of LNG fuel tanks or in the engine rooms;	I
17	7.1	react appropriately in case of pressure built up in pipe systems after emergency shut down activation in case of imminent release or venting;	I
18	7.1	take emergency measures and remote surveillance emergency measures, e.g. to properly control LNG fire, pool, jet and flash fire.	I

II. Technical requirements for craft and shore facilities used for practical examination

Craft and shore facilities must be equipped with

1. Documentation used for assessment such as
 - 1.1. Safety rota (including safety plan and safety instructions) according to Article 30.03 ES-TRIN 2017/1,
 - 1.2. Risk assessment according to Annex 8 Section I 1.3. ES-TRIN 2017/1,
 - 1.3. All other documents required by Article 30.01(5) ES-TRIN 2017/1 including a detailed operating manual according to Annex 8 Section I 1.4.9 ES-TRIN 2017/1 and
2. Specific systems for LNG use
 - 2.1. a LNG bunkering system including a bunkering station,
 - 2.2. a LNG containment system,
 - 2.3. a LNG piping system,
 - 2.4. a gas supply system,
 - 2.5. a gas preparation system,
 - 2.6. a suitable engine room,
 - 2.7. a ventilation system,
 - 2.8. a leakage prevention and control system,
 - 2.9. a monitoring and safety system and
 - 2.10. the additional fire fighting systems.

A craft used for a practical examination shall fall under the scope of Art. 2 of Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation¹.

¹ Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC (OJ L 345, 27.12.2017, p. 53).