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

Draft standards for practical examination for obtaining a certificate of qualification as a boatmaster

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 boatmaster.

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 practical examination for obtaining a certificate of qualification as a boatmaster

I. Specific competences and assessment situations

The examination comprises two parts: one on journey planning and, a second one, on journey execution. The assessment for the journey execution shall take place in a single session. Each part of the examination consists of several elements.

For boatmasters, who have neither completed an approved training programme based on the standards of competence for the operational level set out in Annex II of Directive (EU) 2017/2397¹ on the recognition of professional qualifications in inland navigation nor passed an assessment of competence by an administrative authority aimed at verifying that the standards of competence for the operational level set out in Annex II of Directive (EU) 2017/2397 are met, the requirements are supplemented with the specific elements laid down in the standard for these applicants.

With respect to the content, the examination shall comply with the following requirements:

Journey planning

The part of the examination on journey planning comprises the elements listed in the table in Annex 1. Elements are grouped in categories I and II according to their importance. 10 elements from each category shall be selected from this list and tested in the examination.

Journey execution

Applicants are required to demonstrate that they are capable of executing a journey. An indispensable precondition for this is that applicants handle the craft themselves. The individual elements to be tested can be found in the table in Annex 2 and – unlike the journey planning part – all of them shall always be tested.

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

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).

Annex 1

Content of the part of the examination on journey planning

In each category, 10 elements shall be tested. The applicant 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 60 points.

No.	Competences	Examination elements	Category I-II
1	1.1.1.	navigate on European inland waterways including locks and lifts according to navigation agreements with the agent;	I
2	1.1.3	consider economic and ecological aspects of the craft operation in order to use the craft efficiently and respect the environment;	II
3	1.1.4	take account of technical structures and profiles of the waterways, and take precautions	I
4	1.2.1.	ensure safe manning of craft in accordance with the applicable rules;	I
5	1.3.3	ensure safe access to the craft;	II
6	2.1.1	respect the principles of inland waterway shipbuilding and construction;	II
7	2.1.2	distinguish construction methods of craft and their behaviour in the water, especially in terms of stability and strength;	II
8	2.1.3	understand structural parts of craft and damage control and analysis;	II
9	2.1.4	take action to protect the craft's watertight integrity;	I
10	2.2.1.	understand functionalities of craft equipment;	II
11	2.2.2.	respect specific requirements for transport of cargo and passengers;	I
12	3.1.1	understand relevant national, European and international regulations, codes and standards concerning the operation of transporting cargoes;	II
13	3.1.2	compose stowage plans including knowledge of loading cargoes and ballast systems in order to keep hull stress within acceptable limits;	I
14	3.1.3.	control loading and unloading procedures with regard to safe transport;	I
15	3.1.4	differentiate various goods and their characteristics in order to monitor and ensure safe and secure loading of goods as laid down in the stowage plan	II
16	3.2.1.	respect the effect on trim and stability of cargoes and cargo operations;	I

17	3.2.2	check the effective tonnage of the craft, use stability and trim diagrams and stress calculating equipment, including ADB (Automatic Data-Base) to check a stowage plan;	I
18	3.3.1	understand relevant national, European and international regulations, codes and standards concerning the transportation of passengers;	II
19	3.3.2	arrange and monitor exercises on safety as laid down in the (safety) muster list in order to guarantee safe behaviour in potential situations of danger;	II
20	3.3.3	communicate with passengers in emergency situations;	I
21	3.3.4	define and monitor on board risk analysis of limited access for passengers as well as compile an effective on board protection system in order to prevent unauthorised access;	II
22	3.3.5	analyse reports given by passengers (i.e. unforeseen occurrences, defamation, vandalism) in order to react accordingly;	II
23.	4.4.1	prevent potential damage to electric and electronic devices on board;	II
24	4.5.3	evaluate technical and internal documentation;	II
25	5.1.1	ensure safe behaviour of crew members with regard to the use of materials and additives;	II
26	5.1.2	define, monitor and ensure work orders so that crew members are able to perform maintenance and repair work independently	II
27	5.1.3	purchase and control material and tools with regard to health and environmental protection.	II
28	5.1.4	ensure wires and ropes are being used according to the manufacturer's specifications and intended purpose;	II
29	6.3.2	apply national, European and international social legislation;	II
30	6.3.3	follow strict alcohol and drug prohibition and react appropriately in cases of infringement, take responsibility and explain consequences of misbehavior;	II
31	6.3.4	organise provisioning and preparation of meals on board;	II
32	7.1.1	apply national and international legislation and take appropriate measures for health protection and the prevention of accidents;	II
33	7.1.2.	control and monitor validity of the craft's certificate and other documents relevant to the craft and its operation;	I
34	7.1.3.	comply with safety regulations during all working procedures by using relevant safety measures in order to avoid accidents;	I
35	7.1.4	control and monitor all safety measures necessary for cleaning enclosed spaces before persons open, enter and clean those facilities	II

36	7.2.5	control life saving appliances and the correct application of personal protection equipment;	II
37	7.3.1	initiate preparations for rescue plans of different types of emergencies;	II
38	7.4.1	take precautions to prevent environmental pollution and use relevant equipment;	II
39	7.4.2	apply environmental protection laws;	II
40	7.4.3	use equipment and materials in an economical and environmental-friendly way;	II

Content of the part of the examination on journey execution

All elements listed in this part of the examination shall be tested. In each element, the applicant must reach a minimum of 7 out of a maximum of 10 points.

No.	Competences	Examination elements
1	1.1.1	Navigate and manoeuvre the craft appropriate to the situation and in accordance with the statutory requirements of navigational law (as a function of current speed and direction, checking of depth of the water and loaded draught, underkeel clearance, traffic density, interaction with other craft etc.);
2	1.1.4	Dock and cast off the inland waterway craft, in a right and proper manner and in compliance with statutory and/or safety-related requirements;
3	1.1.5	Readjust or reset navigation aids if necessary;
4	1.1.5	Gather all the information relevant for navigation supplied by the navigation aids and use it to adapt the handling of the craft;
5	1.1.6	Turn on the necessary devices at the steering position (navigation aids such as Inland AIS, Inland ECDIS) and adjust them;
6	2.2.2	Check that the craft is ready for the journey in accordance with the regulations, and that the cargo and other objects have been stowed safely in accordance with the regulations;
7	4.2.2	Appropriately respond to malfunctions (to be simulated, where appropriate) during navigation (e.g. increase in temperature of cooling water, drop in engine oil pressure, breakdown of main machine(s), rudder failure, disturbed radio communications, breakdown of radio telephone device, uncertain direction of other craft), decide on next steps and arrange or take appropriate steps as regards maintenance work to ensure safe navigation;
8	5.1.2	Handle the craft in such a way as to be able to anticipate the possibility of an accident and avoid unnecessary wear and tear; frequent checking of the available indicators;
9	6.1.1	Establish specific communication with crew members (on board communication) concerning various manoeuvres and as part of staff meetings (for example briefings) or with persons with whom cooperation is required (using all radio communication networks);
10	6.2.2	Communicate with the persons concerned (on board) and with other players (sector traffic centre, other craft etc.) during these activities in accordance with the regulations (networks, waterways along the route travelled): use of radio telephone, telephone;
11	7.3.3	Deal with an emergency situation (to be simulated, where appropriate – e.g. man overboard, breakdown incident, fire on board, the escape of hazardous substances, leaks) by means of prompt and prudent rescue and/or damage limitation manoeuvres or measures. Notifying and informing the relevant individuals and competent authorities in the event of an emergency;
12	7.3.4	Communicate with the persons concerned in the event of malfunctions (on board) and with other players (use of radio telephone, telephone) so that problems can be resolved.

II. Technical requirements for craft used for the practical examination

The 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 navigation.
