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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 specific authorisation for sailing with the aid of radar**

Communication from the Secretariat

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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 specific authorisation for sailing with the aid of radar.

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 qualification 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 specific authorisation for sailing with the aid of radar

### I. Specific competences and assessment situations

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

Examiners shall test elements 1-16 and at least one of the elements 17 to 19. Applicants must reach a minimum of 7 out of 10 points in each element.

No	Competences	Examination element
1	1.1.	switch on, adjust and control the functioning of navigational radar installations;
2	1.1.	switch on, adjust and control the functioning of rate-of-turn indicator;
3	1.1.	interpret the radar display correctly by setting the range, resolution, brightness, gain, contrast, other connected apparatus, center and tune;
4	1.1.	use the rate-of-turn indicator e.g. by setting the rate-of-turn in accordance with maximum rate-of-turn of the craft;
5	2.1	identify the position of the antenna on the screen and the heading line, the setting of position, course and turning direction of the own craft and the determining distances and reach;
6	2.1	interpret the behavior of other traffic participants (stationary craft, oncoming craft and craft heading the same direction);
7	2.2	analyze the information supplied by radar such as heading line, electronic bearing line, range rings, and variable range marker, target trails, decentering and parallel lines and to explain the radar picture;
8	3.1	reduce disturbances coming from the own craft by checking antenna, by reducing shadows and multiple reflections e. g. in the area of holds;
9	3.2	take action to reduce disturbances from the environment by reducing influence from rain and waves, by correctly dealing with scattered fields (e.g. from bridges), false/ghost echoes from power transmission lines and cables as well as with shadowing and multipath effects;
10	3.3	remove disturbances coming from other navigational radar installations by using interference rejection;
11	4.1.	correctly attribute tasks to deck crew members;
12	4.1.	ensure co-operation between the person at helm and the person using navigational radar installations according to visibility and the features of the wheelhouse;
13	4.1	use rate-of-turn indicators and inland ECDIS or similar displays in combination with radar;

14	4.1.	act according to police regulations in case of reduced visibility and in case of good visibility;
15	4.1.	use radio, sound signals and to agree on course by using information supplied by radar;
16	4.1.	give commands to the person at helm including checking the person's required knowledge and skills
17	5.1	take appropriate measures in high traffic density;
18	5.1.	take appropriate measures in the case of failure of devices;
19	5.1.	react appropriately in unclear or dangerous traffic situations.

## II. Technical requirements for craft used for practical examination

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 navigation<sup>1</sup>.

Craft used for practical exams to assess the competence of a boatmaster sailing with aid of radar shall fulfill the technical requirement laid down in Article 7.06 ES-TRIN 2017/1. Craft shall be equipped with an operable inland ECDIS or a comparable device for displaying electronic charts.

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<sup>1</sup> 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).