



## Explanatory notice for the CESNI standards for competence

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### 1. Introduction

In November 2018, the European Committee for drawing up standards in the field of Inland Navigation (CESNI) adopted standards for competences in line with Art. 17(1) of Directive (EU) 2017/2397 of the European Parliament and of the Council on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC<sup>1</sup> (the Directive). The standards are designed for integration in other international and regional regulatory frameworks (e.g. Regulations for Rhine navigation personnel – RPN – from the Central Commission for the Navigation of the Rhine).

Harmonised standards of competence facilitate **labour mobility** as applicants can be trained and assessed according to the same requirements in all countries applying the CESNI standards. For the same reasons, standards of competence contribute to a **similar level of safety** and to a **level playing field**.

The standards for competences include the required specific competences and corresponding knowledge and skills in compliance with the essential competence requirements set out in Annex II of the Directive. They have been adopted for:

- a) the operational level<sup>2</sup> (boatmen, defining the key competence for any other qualification at operational level),
- b) the management level<sup>3</sup> (boatmasters) including standards for applicants who have not passed an examination at operational level,
- c) the specific authorisation for a boatmaster sailing on inland waterways with a maritime character<sup>4</sup>,
- d) the specific authorisation for a boatmaster sailing with the aid of radar<sup>5</sup>,
- e) passenger navigation experts<sup>6</sup> and
- f) liquefied natural gas (LNG) experts<sup>7</sup>.

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<sup>1</sup> Directive (EU) 2017/2397 of 12 December 2017, OJ L 345, 27.12.2017, p. 53

<sup>2</sup> Directive (EU) 2017/2397 Art. 3 point (17), Annex II 1; CESNI resolution 2018-II-3

<sup>3</sup> Directive (EU) 2017/2397 Art. 3 point (16), Annex II 2; CESNI resolution 2018-II-4

<sup>4</sup> Directive (EU) 2017/2397 Art. 6(a), 8, Annex II 3.1; CESNI resolution 2018-II-6

<sup>5</sup> Directive (EU) 2017/2397 Art. 6(c), Annex II 3.2; CESNI resolution 2018-II-7

<sup>6</sup> Directive (EU) 2017/2397 Art. 3 point (11), Annex II 4.1; CESNI resolution 2018-II-5

<sup>7</sup> Directive (EU) 2017/2397 Art. 3 point (12), Annex II 4.2; CESNI resolution 2018-II-8

The competence based approach is new in the EU regulatory framework governing inland navigation.

The present explanatory notice intends to document the methodology for elaborating the CESNI standards of competence.

## 2. Methodology

### a) Context

The detailed content of columns 1 (competence) and 2 (knowledge and skills) has to a great extent been prepared in the EU funded project PLATINA in a joint effort of social partners, training institutes and representatives of river commissions.

Whereas the competence standard followed the example of the maritime competence tables from STCW, the content of the competence tables was entirely and exclusively designed for inland navigation. The concept of the two columns is structured in the following seven chapters:

- 1) navigation,
- 2) operation of craft,
- 3) cargo handling, stowage and passenger transport,
- 4) marine engineering and electrical, electronic and control engineering,
- 5) maintenance and repair,
- 6) communication and
- 7) health, safety and environmental protection.

The four years project allowed to define content of column 1 first, based on competence required to pass examinations at operational and management level. The content of column 1 was published on the project website and several consultations with stakeholders took place. In an iterative process, the same was repeated for content of column 2.

The content for the competence tables for the other qualifications was not elaborated during the PLATINA project. To elaborate those standards, CESNI based its work particularly on the internationally recognised standards of competence for passenger navigation experts and LNG experts established by the Central Commission for Navigation of the Rhine (CCNR).

### b) Exhaustive list of competences (competence standards column 1)

**CESNI standards define in more detail, which specific competences are needed to meet the essential competence requirements listed in Annex II of Directive (EU) 2017/2397.**

**Example:** Annex II 1 defines as the first competence of a boatman that the boatman “*shall assist the management of the craft in situations of manoeuvring and handling a craft on inland waterways*”.

Column 1 identifies what competence is needed to assist in *manoeuvring* situations first and then defines what competence is needed to assist in *handling* situations other than manoeuvring situations.

In the concrete case, it requires that the boatman “shall be able to assist with

- 1.1. *mooring, unmooring and hauling (towage)* operations,
- 1.2. *coupling* operations of push barge combinations and
- 1.3. *anchoring* operations.”

Competence related to *handling a craft* is then specified in the concrete case that the boatman “*shall be able to perform other tasks than the three tasks related to assisting with manoeuvring competences*”, i.e. steering the craft according to helm order etc. The list of competences reflects the difference between nautical competence to manoeuvre (i.e. to move skilfully or carefully causing precise vessel movements in direct vessel environment) and to handle (steer, sail etc.) movements of the vessel over greater distances.

**c) Exhaustive list of knowledge and skills (competence standards column 2)**

**In column 2 called “Knowledge and skills”, CESNI standards for competences identify knowledge and skills needed for each specific competence listed in column 1.** The theoretical knowledge is always listed separately from the ability to practically demonstrate a competence (skill).

The distinction between knowledge and abilities allows for a **better identification of elements for theoretical examination and elements for practical examination**. It also allows to identify theoretical basic knowledge which is needed to properly carry out a skill.

In the case of manoeuvring, knowledge and skills are therefore listed for the three entries on manoeuvring competence at operational level (assist with mooring, unmooring and hauling (towage) operations, assist with coupling operations of push barge combinations and assist with anchoring operations).

As an example, the complete list of knowledge and skills for specific competence n°1 “assisting with mooring, unmooring and hauling”:

- 1.1.1. Knowledge of equipment, material and procedures used on board for mooring, unmooring and hauling (towage) operations.
- 1.1.2. Ability to use required equipment on board e.g. bollards and winches for mooring and unmooring and hauling manoeuvres.
- 1.1.3. Ability to use materials available on board such as ropes and wires considering relevant safety measures including the use of personal protective and rescue equipment.
- 1.1.4. Ability to communicate with the wheelhouse using intercom communication systems and hand signals.
- 1.1.5. Knowledge of the effects of water movement around craft and local effects on sailing circumstances including the effects of trim, shallow water relating to craft’s draught.
- 1.1.6. Knowledge of the water movement affecting the craft during manoeuvring, including the interaction effects when two craft pass or overtake each other in narrow fairways, and the interaction effects on a craft moored alongside when another craft proceeds in the fairway and passes at a short distance.

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