

FAQ

FREQUENTLY ASKED
QUESTIONS

INTERPRETATION REGARDING THE IMPLEMENTATION OF ES-QIN STANDARDS

European Standard for Qualifications in Inland Navigation
(ES-QIN)

October 2021



European Committee for drawing up
Standards in the field of Inland Navigation

PRELIMINARY REMARKS TO THE FAQ

The interpretation by CESNI is without prejudice to the interpretation by the Court of Justice of the European Union (CJEU) or any other competent court.

CESNI's interpretation is a clarification and not a modification of the standards.

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1 PART I, CHAPTER 2, STANDARDS OF COMPETENCE FOR THE MANAGEMENT LEVEL (SUPERVISION)

Part I, Chapter 2 (Standards of competence for the management level), Section 0. (Supervision) reads as follows:

Persons willing to qualify as a boatmaster shall demonstrate the competences listed in the following Sections 0.1 to 7.4 unless they have taken one of the following steps:

- *completed an approved training programme based on the standards of competence for the operational level;*
- *passed an assessment of competence by an administrative authority aimed at verifying that the standards of competence for the operational level are met.*

The following interpretation applies:

“Persons who have accomplished one of the steps listed above, only have to prove qualifications listed in Sections 1.1 to 7.4. All other persons additionally have to prove qualifications listed in Sections 0.1 to 0.7”.

2 PART II, CHAPTER 1, STANDARDS FOR THE PRACTICAL EXAMINATION FOR OBTAINING A SPECIFIC AUTHORISATION FOR SAILING WITH THE AID OF RADAR

Items 12 and 16 of the first part (1. Specific competences and assessment situations) of the standards defines the following examination element to assess the applicant's ability to apply rules governing the use of radar:

No	Competences	Examination element
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;
16	4.1	give commands to the person at helm including checking the person's required knowledge and skills;

How should these elements be assessed in the case of a practical examination on an approved simulator equipped with a wheelhouse section designed for radar navigation by one person as set out in ES-TRIN according to the technical requirement no. 13 as laid down in ES-QIN, Part III, Chapter 1?

Examiners using an approved simulator as examination tool should invite the applicant to describe what communication between radar operator and person at helm (instructions and possible replies) could be viewed as appropriate on board a vessel that is not equipped with a wheelhouse section that is designed for radar navigation by one person as set out in ES-TRIN.

Approved simulators do not have to be equipped with separate devices for:

- 1) radar operation and
- 2) determination of the course and the speed of the craft for this specific assessment.

Examiners could also place the applicant in the operator room providing him with access to the radar screen. The applicant could give instructions to the examiner in the wheelhouse via radiotelephone. The examiner shall follow the instructions. The applicant has to anticipate the examiner's action and adjust it, if need be.

3 PART III, CHAPTER 1: TECHNICAL AND FUNCTIONAL REQUIREMENTS FOR VESSEL HANDLING AND RADAR SIMULATORS IN INLAND NAVIGATION

Item 43 of the standard defines the quality level of technical requirements for the image section and size as follows:

No	Item	Quality level of technical requirement	Test procedure	Vessel handling simulator	Radar-simulator
43.	Image section and size	The visualization system allows a view around the horizon (360 degrees). The horizontal field of view may be obtained by a fixed view of at least 210 degrees and additional switchable view(s) for the rest of the horizon. The vertical view allows the view down to the water and up to the sky as it would be seen from the regular steering position in the wheelhouse.	Visual inspection of the running simulator.	x	

The fixed view should be of at least 210 degrees. **Are these 210 degrees meant as uninterrupted?**

For example, if a simulator exists with a forward view of 180 degrees and a secondary aft view with 60 degrees, would these in total 240 degrees arc of view comply with the requirement of item 43?

The 210 degrees requirement is addressing the forward view which goes beyond a 90 degrees view on both sides. **A monitor for aft view cannot be used to compensate the 210 degrees view.** So the simulator in the example would not comply with the quality level of the technical requirement for item 43. However minor interruptions of the visible arc, e.g. interruptions caused by the monitor frames, seem to be normal and can be accepted.

Regarding the additional switchable view(s) to the fixed view: does a simulator with an 1) uninterrupted 360 degree turnable and 2) an outside view of 210 degrees still require additional views, for example stern views?

A system with a view around the horizon (360 degrees) has to continuously calculate the surroundings. If the visualisation system displays a 210 degrees forward view, the missing 150 degrees for the view around the horizon have to be obtained by switchable views. **If 360 degrees are already displayed, no additional switchable views are necessary.**

4 PART III, CHAPTER 2: STANDARDS FOR THE ADMINISTRATIVE PROCEDURE FOR THE APPROVAL OF VESSEL-HANDLING SIMULATORS AND RADAR SIMULATORS

(...)

The competent authority shall ensure that the minimum requirements specified in the standard for the functional and technical requirements of simulators are checked according to the test procedure for each item. For this exercise, the competent authority shall use experts independent from the entity conducting the training programme. Experts shall document the compliance check for each item. If the test procedures confirm that the requirements are met, the competent authority shall approve the simulator. The approval shall specify which particular assessment of competence the simulator is authorised for.

Whenever the **entity using the simulator to assess competences** makes the formal request for approval, can they accompany the request with a report by external experts (on their own initiative)?

The **requesting entity** can provide the necessary analysis as demanded by ES-QIN Part III, Chapter 2, point 1.2, that may be taken into consideration by the competent authority, before granting/refusing approval.

More specifically additional documentation could be of use, when a description of the technical and functional requirements of the simulator has been provided by the manufacturer as part of the purchase or regular maintenance contract.

In order to avoid that the **requesting entity** uses external experts that are dubious or not known, independent external experts may be contacted. Manufacturers cannot be seen as independent external experts.

5 PART IV, APPENDIX 2, SECOND SENTENCE

The hearing test is in any case carried out with an audiometer complying with ISO 8253-1:2010 or equivalent.

What sort of alternative, additional test method is applied in the cases mentioned in sentence 2?

The alternative, additional test method for the cases mentioned in sentence 2 is a speech audiometry test which at the time of examination is recognised in the guidelines of the competent national medical-scientific expert association. The test can be carried out with or without hearing aid, as indicated in sentence 1.

6 PART V, CHAPTERS 1 AND 2, STANDARDS FOR CERTIFICATES OF QUALIFICATION AS A BOATMASTER AND FOR CERTIFICATES OF QUALIFICATION AS A LIQUEFIED NATURAL GAS (LNG) EXPERT AND AS A PASSENGER NAVIGATION EXPERT AND STANDARDS FOR THE SERVICE RECORD BOOK COMBINED WITH CERTIFICATES OF QUALIFICATION

Certificates of qualification for boatmasters, certificates of qualification for competent persons for liquid natural gas (LNG) or competent persons for passenger navigation, and service record books with qualifications should contain a 2D barcode which links to the European Crew Database. Different types of 2D barcode exist.

What type of 2D barcode should be used?

A QR-code containing a link to the European Crew Database and the CID of the holder should be used on the certificate of qualification for boatmasters, the certificate of qualification for LNG experts, passenger navigation experts and on service record books combined with certificates of qualification.

7 PART V, CHAPTERS 1 AND 2, FREE TEXT FOLLOWING CODES 07 AND 09 (RESTRICTIONS AND MITIGATION MEASURES RELATED TO MEDICAL FITNESS)

In certificates of qualification as a boatmaster and in service record books combined with certificates of qualification for crew members other than boatmasters, information on medical fitness is including three codes that, if applicable, must be completed by using free text.

Regarding restrictions and mitigation measures related to medical fitness, how should the two-digit codes 07 to 09 be entered in the certificate of qualification and in the service record books combined with certificates of qualification for crew members other than boatmaster?

The two-digit codes shall be entered, directly followed by the free text without repeating the description of the limitation as provided for by code 07 to 09.

In terms of free text following entry 07, the ENI shall be indicated. If no ENI is available, the vessel name shall be entered.

In terms of free text following entries 08 and 09, the name of the vessel area and the name of the task shall be entered in the language in which the certificate is issued. The competent authority may decide to repeat the area/task in a foreign language that is widely understood in Europe (English or German).

8 PART V, CHAPTERS 1, 2 AND 4, CERTIFICATE OF QUALIFICATION FOR BOATMASTERS, THE CERTIFICATE OF QUALIFICATION FOR COMPETENT PERSONS FOR LIQUID NATURAL GAS (LNG) OR COMPETENT PERSONS FOR PASSENGER NAVIGATION, AND FOR THE SERVICE RECORD BOOK WITH CERTIFICATES OF QUALIFICATION AND SERVICE RECORD BOOK

Does the photo prescribed in the ES-QIN for the various models need to satisfy biometric requirements?

A biometric photo should be used on the crew-related documents where possible, ensuring as it does an accurate representation of the person in the document, and thus the ability to recognise him or her.

A photo is biometric if it satisfies certain requirements that help facilitate the photo's facial recognition.

The requirements differ very widely at international level; the typical requirements are as follows:

- Frontal shot,
- Defined position of the head within the photo,
- Unstructured background,
- Neutral facial expression,
- Good illumination with no reflections or shadows on the face and background.

9 PART V, CHAPTERS 1, 2, 4 AND 5, STANDARDS FOR MODELS OF CREW RELATED DOCUMENTS

What is the definition of the four-digit “document number” (SSSS), which is part of the serial number of the certificates of qualification for boatmasters, LNG and passenger navigation specialists, for service record books and logbooks?

For service record books with certificates of qualification, service record books and logbooks the four-digit “document number” is a serial number for the relevant document type of the issuing authority in question. It is to be assigned independently of the document holder or vessel for which the book is issued.

Examples: The first service record book issued by authority X is assigned the number 0001, the second 0002, irrespective of whether it is issued for the same person:

- 1) The Austrian competent authority issues the first service record book for person X. The document carries the following serial number: SRBAT010001.
- 2) The same Austrian competent authority issues the second service record book to another person Y. The document carries the number SRBAT010002.
- 3) The Austrian competent authority could therefore issue the second service record book to person X, which could for example carry the number SRBAT010152.

For certificates of qualification, the four-digit “document number” is a serial number for the relevant document type of the individual concerned for all certificates of qualification (including qualifications entered in the model service record book combined with certificates of qualification”). It is independent of the issuing authority.

Examples: the first certificate of qualification as a boatmaster for person A issued by authority X receives the number 0001, the second certificate of qualification for boatmasters for person A receives the number 0002, irrespective of whether it is issued by authority X or another authority:

- 1) The Dutch competent authority number 1 issues the first certificate of qualification as a boatmaster to person A. The certificate carries the number BMNL010001.
- 2) The same Dutch competent authority could at the same time issue the first radar certificate to person A. The certificate carries the number RANL010001.
- 3) Later, the Austrian competent authority number 1 issues the second certificate of qualification as a boatmaster to person A. The certificate carries the number BMAT010002.

10 PART V CHAPTER 2, STANDARDS FOR THE SERVICE RECORD BOOK COMBINED WITH CERTIFICATES OF QUALIFICATION

Every qualification entered in a service record book (SRB) is given a sequential number. Once all the SRB pages are full, the holder receives a new SRB, which is given a new sequential number. The qualifications entered in the old SRB are carried over into the new SRB, which can be issued by a different authority than the one that issued the original qualification.

- a) When renewing a service record book, are the qualifications entered with all the original information, or are they given a new number and a new date of issue?

In the event of a new SRB being issued, the qualifications remain unchanged, all the information is copied into the new book. The qualifications' original date of issue should be entered in the new SRB and the original sequential number should be retained.

- b) Which authority is to be entered in the new service record book as the “issuing authority”?

The authority to be entered under “issuing authority” is always the one that issued the qualification, according to the ECDB.

- c) Is the authority issuing a new SRB allowed to authenticate with its stamp the entry of qualification that was entered in the previous SRB by a different authority and stored in the ECDB?

The entry of the qualification in the new SRB is only a copy, which can also be issued by another authority. The issuing of the copy is to be authenticated by the stamp and signature of the authority issuing this entry, even if it did not enter the original qualification in the previous SRB.

11 PART V, CHAPTER 2, STANDARDS FOR THE SERVICE RECORD BOOK COMBINED WITH CERTIFICATES OF QUALIFICATION

According to page 2 of the model of service record books combined with certificates of qualification, a certificate of qualification may expire. Page 4 of the combined model, where service and navigation time is collected does not mention any expiry date.

Can the service record book combined with an expired certificate of qualification still be used or does the expiration of the certificate of qualification affect and invalidate the rest of the document?

The service record book and the certificates of qualification are combined in one single model. However, they are considered as two different documents. An expired certificate of qualification has no impact on the validity of the service record book which remains valid and can continued to be used.

12 PART V, CHAPTERS 2 AND 4, STANDARDS FOR THE SERVICE RECORD BOOK COMBINED WITH CERTIFICATES OF QUALIFICATION AND STANDARDS FOR THE SERVICE RECORD BOOK

- a) “Page 1 of the model” contains information about the holder and issuance of the document. According to the physical characteristics of the document, Pantone colour light blue 290C is to be chosen for the cover page with the background colour white for the inner pages.

What does “page 1 of the model” refer to? The cover page or the first inner page?

The cover page is not page 1 and is an additional page to the model. “Page 1 of the model” refers to the first inner page with information about the holder and issuance of the document as required by the model. Page 1 and following have a white colour background.

- b) What should then be on the cover page of the service record book?

The cover page (light blue colour: Pantone 290C) may bear the inscription “Service record book” or “Service record book combined with the certificates of qualifications” (in the corresponding language) to facilitate the identification of the document. In addition, the cover page may include the name of the country and flag as on page 1.

- c) At the end of both standards, there are several pages with “instructions for the issuing authorities”. These instructions also contain an example of a completed entry for service time and an example of a completed page on navigation times and which sectors have been navigated on.

Can these pages with examples be integrated into the service record book, although they are not marked as “page x of the model”?

The pages “instructions for the issuing authorities” may be integrated in the document issued to users but only at the very end, as additional pages to the document issued. Providing for an example is beneficial to users and contributes to the proper completion of the documents.

These pages cannot be inserted within the model as this would be a modification of the model (with impact on the page numbering and content).

13 PART V, CHAPTER 5, STANDARDS FOR THE LOGBOOK

- a) “Page 1 of the model” contains information about the issuance of the document. According to the physical characteristics of the document, red Pantone 187C is to be chosen for the cover page with the background colour white for inner pages.

What does “page 1 of the model” refer to? The cover page or the first inner page?

The cover page is not page 1 and is an additional page to the model. “Page 1 of the model” refers to the first inner page with information about the holder and issuance of the document as required by the model. Page 1 and following have a white colour background.

- b) What should be then on the cover page of the logbook?

The cover page (red: Pantone 187) may bear the inscription “Logbook” (in the corresponding language) to facilitate the identification of the document. In addition, the cover page may include the name of the country and flag as on page 1.

