

# SECTOR CONSULTATION EVENT: WEBINAR ON THE ROADMAP TO EUROPEAN MANNING REGULATIONS

## Introduction

**14.12.2021 (Online)**

*Herlinde Liégeois, De Vlaamse Waterweg, Head of the unit steering  
exploitation*



# Sector consultation

## Provisional programme of agenda items

Timeslot	Item	Subject	Duration (minutes)
9:00-9:15	1	Brief opening word	15
9:15-9:25	2	Introduction of concrete objectives of the webinar and proceedings	10
9:25-10:00	3	Presentation on objectives and content of e-tools initiative and link between the initiatives on manning regulations and e-tools	35
10:00-10:30	4	Presentation of the roadmap and more specifically items where feedback from social partners is expected – clarification of the focus of the webinar	30
10:30-11:00		<i>Coffee break</i>	30
11:00-12:30	5	Scope of European manning regulations	60
12:30-14:00		<i>Lunch break</i>	90
14:00-15:00	5	Scope of European manning regulations	60
15:00-15:30	6	Flexibility: Workload as key element for flexible solutions: Which determining factors should influence future manning requirements?	30
15:30-16:00		<i>Coffee break</i>	30
16:00-17:00	6	Flexibility: Workload as key element for flexible solutions: Which determining factors should influence future manning requirements?	60
17:00-17:30	7	Conclusions and next steps, also with regard to questions received in the chat	30

# Sector consultation

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## Presentation Roadmap

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# Content

1. Introduction
2. Roadmap
3. Planning

# 1

## Introduction



# Introduction – CESNI/QP/Crew

- **Temporary Working Group on Crew-related Requirements**
- **Kick off meeting 8 May 2019 in Budapest**
- **Chair: Jaap Kwakernaat - Herlinde Liégeois**
- **Members: member states, river commissions, social partners (IWT, ETF), EC, Edinna, ...**
- **Aim: Recommendations on future manning requirements**
- **Study “Towards a sustainable crewing system” (TASCS)**
- **2019-2021: Draft roadmap**
- **October 2021: second reading roadmap CESNI**
- **Q3/2021-Q1/2023: consultation experts**

# Introduction – CESNI/QP/Crew

- **Development of uniform and coherent manning regulations**
- **Improve the functioning of the labour market**
- **Improve the attractiveness of inland navigation**
- **Modern and flexible manning requirements**
- **Guarantee the high safety level in inland navigation**



# 2

## Roadmap



# Roadmap - Content

1. Main elements of consensus reached after analysis and discussion of the results of the TASCs study
2. Technical advice for characteristics of possible future regulations
  - 2.1. Scope
  - 2.2. Main vessel types and their categories
  - 2.3. Main technical features of the craft
  - 2.4. Flexibility
  - 2.5. Framework for the protection of personnel on entry level

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# Roadmap - Content - Main elements of consensus

Main elements of consensus reached after analysis and discussion of the results of the TASCs study

1. The future manning requirements should reflect the workload of personnel and its ever faster changing development.
2. The future manning requirements should reflect the competence of crew members and safety personnel.
3. Experts agree that the high safety level in inland navigation should be guaranteed at all times; the high and equal safety level in inland navigation is a general principle that must be objectively assessed, also when treating derogations like pilot projects.
4. Experts agree that there is a need for more flexibility than the currently applied manning regulations with a view to technical progress, digitalisation, automation and innovative vessel operation.

# Roadmap - Content - Main elements of consensus

5. Experts prefer the use of modernised manning tables that should be part of a legislative framework.
6. Functions of deck crew members from Directive (EU) 2017/2397 should be respected although experts may wish to work more on the distinction of functions within the operational level and the entry level.
7. Experts agree that the handling and steering of the craft from a remote control centre requires high qualification of the crew to achieve the current high safety level in inland navigation. The experts wish to investigate the possibilities to include the crew in remote control centres in the manning requirements.
8. Technical details should be further elaborated in CESNI standards allowing for appropriate specifications and updates of future manning regulations.

# Roadmap - Content - Main elements of consensus

9. The implementation of the electronic control tools (e-tools) should go hand in hand with revised minimum manning requirements, because these requirements should be sufficiently enforced. New manning rules and new control instruments allowing real time control of its respect should come into effect at the same time.
10. The minimum manning requirements should be harmonised at a European level with simultaneous entry into force of the new rules at CCNR and EU level and at the level of entities with legislative power in Europe (e.g. at river commission level if applicable).
11. Consultation of experts from the field from all over Europe is important.
12. Experts agree that the working time directive 2014/112/EU and the manning regulations are two different legal instruments and should be kept apart.

# Roadmap - Content

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# Roadmap - Content - Technical advice

- **5 chapters**
  1. **Scope**
  2. **Main vessel types and their categories**
  3. **Main technical features of the craft**
  4. **Flexibility**
  5. **Framework for the protection of personnel on entry level**
  
- **Methodology**
  - Intro – elements of consensus
  - Table: 2 columns
    1. Technical advice should be provided ...
    2. Expertise needed/research to be carried out



# Roadmap - Content - Technical advice

## Chapter 1 Scope

1. persons
2. craft/vessels and
3. nautical environments
4. temporal scope

# Roadmap - Content - Technical advice

## Chapter 2 Main vessel types and their categories

1. **Vessels in general**
2. **Vessels used for freight transport**
  1. Self-propelled vessels
  2. Convoys
3. **Passenger vessels**
  1. Day-trip vessels
  2. Cabin vessels

# Roadmap - Content - Technical advice

## Chapter 3 Main technical features of the craft

- **Developments in vessel propulsion**
- **Technical equipment on deck**
- **Technical standards of vessels (cfr S1 and S2 RPN)**
- **Levels of automation**
- **How to manage man overboard and emergency situations**

# Roadmap - Content - Technical advice

## Chapter 4 Flexibility

1. The inclusion of more determining elements for the definition of manning requirements shall allow for more flexibility;
2. The legal framework should be revised at a regular basis;
3. The possibility that derogations can be granted for innovative pilot projects where the current high safety level can be guaranteed.

# Roadmap - Content - Technical advice

## Chapter 5 Framework for the protection of personnel on entry level

- Management level – Operational level – Entry level
- How can an apprentice or deckhand be part of the crew
- Snuffelstage
- Instructor

# 3

## Planning



# Planning - Preliminary informal planning presented by DG MOVE experts

Steps	e-tools	Crewing requirements
Development of CESNI standards	Q1/22-Q1/25	Q1/21-Q2/23
Launch tender		Q1/23
IA study		Q3/23-Q3/24
Commission proposal	Q4/21 (FR)	Q1/25 (PL)
Adoption by EP/Council	Q4/22 (CZ)	Q4/25 (DK)
Adoption CESNI standards	Q2/25	Q3/23
Adoption delegated/implementing acts	Q4/25	n.a.
Start implementation	Q4/27	Q4/27

# Planning - Preliminary planning with a view to future CESNI Standards for manning requirements

Timing	Steps
Q2/2019	Kick off CESNI/QP/crew
Q1/2021	Presentation roadmap CESNI
Q3/2021	Second reading roadmap CESNI
Q2/2021 - Q1/2023	Continued technical advice (desk studies, legal advice, working groups CCNR, <b>sector consultation</b> ,...)
Q1/2023	Identification of all relevant indicators for technical research for impact assessment
Q1/2023	First reading CESNI Standards
Q3/2023	Adoption CESNI Standards



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## Conclusie

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Thank you for your attention!

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