

FAQ

FREQUENTLY ASKED
QUESTIONS

INTERPRETATION REGARDING THE IMPLEMENTATION OF ES-QIN STANDARDS

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

March 2025



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.

CONTACT

European Committee for drawing up Standards in the field of Inland Navigation (CESNI)
Secretariat of the Central Commission for the Navigation of the Rhine (CCNR)
2, Place de la République – CS10023
67082 Strasbourg Cedex
France
Email: comite_cesni@cesni.eu
Web: www.cesni.eu

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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: MINIMUM HEARING CRITERIA

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 MISCELLANEOUS

Summary table of references to ES-TRIN and ES-RIS

I. ES-TRIN

Generic reference in ES-QIN 2024/1	Targeted reference in ES-TRIN 2025
Standards for the practical examination for obtaining a specific authorisation for sailing with the aid of radar	
Part II, Chapter 1, No.2	Article 7.06
Standards for the practical examination for obtaining a certificate of qualification as a passenger navigation expert	
Part II, Chapter 2, No.1, item No. 4 in the table	Article 19.15, article 19.09(5) to (7)
Part II, Chapter 2, No.1, item No. 7 in the table	Article 19.12(10)
Part II, Chapter 2, No. 2	Article 19.09
Part II, Chapter 2, No 2	Article 19.13
Standards for the practical examination for obtaining a certificate of qualification as a LNG expert	
Part II, Chapter 3, No.2, item 1	Article 30.05
Part II, Chapter 3, No.2, item 1 risk assessment	Article 30.04
Part II, Chapter 3, No.2, item 1	Article 30.05(5)
Standards for the approval of a simulator	
Part III, Chapter 1, item No.1	Article 7.06
Part III, Chapter 1, item No. 13	Articles 7.01(3), 7.04(5)(6), 7.05(3)(4), 7.06(5), 7.07, 7.08, 7.11, 7.13

II. ES-RIS

Generic reference in ES-QIN 2024/1	Targeted reference in ES-RIS 2025
Standards for the approval of a simulator	
Part III, Chapter 1, item No. 3	Part I
Part III, Chapter 1, item No. 33	Part I, Chapter 4
Part III, Chapter 1, item No. 75	Part I, Chapter 2, Articles 2.01, 2.03, 2.04
Part III, Chapter 1, item No. 75	Part I, Chapter 4

