

## **Sixth meeting of the Common Expert Group on professional qualifications and training standards in inland navigation**

### **Time and place**

March 14, 2013. Warwick Barsey Hotel, Avenue Louise 381 – 383, 1050 Brussels, 10:00 – 17:00

### **1. Welcome words by Mr Dimitrios Theologitis, Head of Unit B.3 – Ports and Inland Navigation in DG MOVE**

DG MOVE welcomes the participants and mentions that an integrated version of the concept will be presented in a coherent way during the next meeting.

### **2. Presentation of the draft paper concerning the content of the annexes;**

DG MOVE presents the new draft annex concerning KSS including conclusions from the discussion with respect to the definition. DG MOVE points out that the idea is to come to a common approach with respect to criteria for identification of specific situations in order to prevent the existence of any additional barriers and in order to ensure that the free market in terms of access and navigation is as much as possible stimulated. This is a preparatory step to the elaboration of a commission proposal, which is only a proposal, which needs to be discussed on the level of the council and EP before it is finally adopted. The document that will result from CEG will not be a commission document and will not engage the COM to include it in the COM proposal. The text of modification could be formulated in a smoother way, aware of the sensitivities of the subject and the different aspects, the points and concerns that have already been raised by all stakeholders.

#### **I. Knowledge of specific situations (KSS)**

CCNR suggests that decisions will be made by MS and criteria applicable should be discussed. The MS themselves can decide upon stretches where local knowledge is necessary and it is up to the COM whether to include in the database of KSS or not. COM could request modification if to its opinion criteria are no longer met.

The idea of extending specific situations to waterways with maritime characteristics and the possible approaches were also discussed. The EC Representative concludes that waterways with a maritime character are not included in KSS and that criteria for identification of sections of a maritime character will be introduced. Generic criteria applied by the MS will be adopted in a coherent way in accordance with the process for adaptation of KSS. With respect to the requirements, the knowledge requirements need to be stipulated and should be common for all EU MS where this would be reflected in the applicable certificates.

#### **II. The Electronic Service Record Book (e-SRB)**

Some participants feel the need for means of verification of data entry and a combination with the use of an electronic logbook. Furthermore, data protection and the costs of running the European Central database should be taken into consideration.

It is specified that the qualification of the holder is registered in a SRB, which is something different than the function on board. The qualification should be registered in an e-SRB where the function should not be mentioned in the e-SRB but in a logbook. The logbook contains the composition of the crew, for which you need the actual functions on board, which are not automatically the same as the qualification. Some participants express their doubts on the functionality of this system since logbook is a document of the ship while e-SRB is a private document, which will hamper the connection of both instruments.

DG MOVE summarises that currently 3 different systems exist: logbook, SRB and a new system which will be put in place for working time registration. Rather than having different separate systems for serving the different purposes, it would be possible to put in place a more generic system which than can provide information for the various purposes.

### **3. Presentation of the draft paper concerning the content of the annexes**

#### **Functions and Competencies in IWT**

DG MOVE introduces the paper on functions and competencies, which is based on an analysis of the existing functions within the EU and the relevant regulations of the River Commission. In general, the functions that exist are mostly comparable. The document contains a proposal on eight functions which could be regulated on the EU Level and which would be recognized across the EU. For these functions we should define standards for recognition, competencies and training. Technical standards will be developed in a later stage.

Most participants feel that there is a need for the harmonisation of the possibilities to acquire the function mentioned across the EU, where the number of years of professional experience required should be equivalent across the EU.

DG MOVE clarifies the tables of competencies as developed by the Platina Joint Working Group. This document is a description of competencies for the function of boatman and boatmaster. We have to define to which extend these tables will be used for other functions. A legal instrument would set-up a framework where the competencies could be linked to. The framework would set the principles of the need for standardisation and would maybe establish a calendar for the process of standardisation. The framework would provide the legal basis to develop the applicable technical standards.

It is recognised by all delegations that there is a differentiation between exam and obtaining a certificate purely on the base of experience. That is why it is needed to lead to the definition of the functions.

DG MOVE adds that through the process of assessment, it is possible to replace the experience required by training to acquire these qualifications, thus fasten the qualification process.

#### 4. Information about public consultation

DG MOVE closes the meeting with the latest information regarding the public consultation on the 'Recognition and modernisation of professional qualifications in inland navigation'. It clarifies that the questionnaire is now in a very final stage in the DG MOVE hierarchy and was improved in relation to the former edition: it is shortened, sharpened and clarified. It is mentioned DG MOVE will provide the stakeholders with the paper version in time in order to be able to translate the questionnaire.

#### 5. Any other business and closing of meeting

The EDINNA Representative invites all participants of the CEG to the expert conference on the use of simulators in Inland Navigation Education and Training, which will be organised in Antwerp on the 13<sup>th</sup> of June 2013.

The participants agreed on organising the next meeting on Friday April, 26<sup>th</sup>.

#### List of participants

MINISTRY / ORGANISATION	MINISTRY / ORGANISATION
Department of Mobility and Public Works - Belgium	Federal Ministry of Transport - Germany
Federal Public Service Mobility and Transport - Belgium	Ministry of Transport, Innovation and Technology - Austria
Ministry of Transport, Construction and Maritime Economy - Poland	Romanian Naval Authority
Ministère de l'Ecologie, du Développement durable et de l'Energie - France	Ministry of Transport - The Netherlands
Ministry of infrastructure - Serbia	Ministry of Transport - Czech Republic
Ministère du Développement durable et des Infrastructures - Luxembourg	Maritime and Coastguard Agency - United Kingdom
Ministry of Transport, Construction and Regional Development – Slovakia	Ministry of Transport and Communications - Lithuania
National Transport Authority Road, Railway and Shipping Office Shipping Department - Hungary	Inspector Inland Waterways Transport Executive Agency - Bulgaria
Directoraat-Generaal Rijkswaterstaat, Corporate Dienst.- The Netherlands	European Transport Workers' Federation (ETF)
Permanent Representation of Ireland	NEA/ PANTEIA
Swedish Transport Agency	STC-Group
CCNR (Central Commission for the Navigation of the Rhine) - ZKR	EDINNA (Education in Inland Navigation)
Sava Commission	European Barge Union (EBU)
European Skippers Organisation (ESO)	Danube Commission
Stichting Onderwijscentrum Binnenvaart	