

Explanatory notice of the amendments in ES-QIN 2024/1

In April 2024, CESNI adopted the European Standard for Qualifications in Inland Navigation (ES-QIN), edition 2024/1 (see Resolution CESNI 2024-I-1).

The CESNI Secretariat prepared an explanatory notice with a view to documenting the requirements behind these amendments to the ES-QIN and the consequences associated with the amendments introduced by ES-QIN 2024. This notice is for documentary purposes only.

This notice is structured as follows:

1. Additions to strengthen certain competences at management level for navigation in the vicinity of sea-going ships
2. Update with view to the references to ES-TRIN (European Standard laying down technical requirements for inland navigation vessels)
3. Update with view to the reference to ES-RIS (European Standard for River Information Services)
4. Update with view to terminology and editorial clarifications
5. Financial impact

Annex 1: overview of the amendments

Annex 2: proposed amendments

1. Additions to strengthen certain competences at management level for navigation in the vicinity of sea-going ships

The main amendment aims to strengthen the training of boatmasters to better prepare them for navigation in the vicinity of sea-going ships. The standards of competence for the management level will specify the competence required to enhance safety in areas where sea-going ships and inland navigation vessels operate jointly. These amendments are based on a gap analysis provided by the Belgian and Dutch delegations in 2022. Based on concrete examples provided by local authorities, the analysis highlighted the risks due to a lack of boatmaster's knowledge to navigate on stretches where inland vessels and sea-going ships sail at the same time.

2. Update with view to the references to ES-TRIN (European Standard laying down technical requirements for inland navigation vessels)

Experts from the permanent working group on professional qualifications (CESNI/QP) agreed to update and harmonise the references to ES-TRIN. A dynamic reference is preferred to avoid a revision of ES-QIN in case it is only the reference of ES-TRIN that changes and experts prefer to have a generic reference to ES-TRIN. ES-TRIN's structure is also user-oriented, making it easy to find the information you are looking for. The reference will not need to be adapted if the numbering of the standard changed (e.g. if new articles were added).

3. Update with view to the reference to ES-RIS (European Standard for River Information Services)

The first edition of ES-RIS (ES-RIS 2021/1) was adopted by the CESNI in April 2021, after the ES-QIN. It introduces harmonised rules at European level for information technologies. ES-QIN can there now refer to it with regards to requirements for simulators, in particular linked to Inland ECDIS and Inland Electronical Navigational Chart (iENC). As for ES-TRIN, experts choose to have a dynamic and generic reference.

4. Update with view to terminology and editorial clarifications

Issues with terminology have also been collected. The update of ES-QIN is an opportunity to include amendments to correct terminology issues and proceed to a harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182 as well as providing editorial clarifications.

5. Financial impact

The amendments have no financial impact for the sector and the stakeholders.

The change of the content of the competence standards for the management level (amendment 1.) does not lead to any extra financial burden for authorities or for entities offering approved training programmes. The revised wording for management level competence is clarifying what knowledge about the behaviour of sea-going ships can be expected from a future boatmaster. Also, additional abilities of recognizing signs of sea-going ships do not alter the content of approved training significantly. Practical examinations remain unchanged.

The amendments to Part V of ES-QIN (models) have no financial impact on administrations in terms of printing/issuing, as long as they use up available stocks and only apply the new model to future editions.

Annexes

Overview of the amendments

	Nature	References of the passages concerned	Current version	Correction	Reasoning
Additions to strengthen certain competences at management level for navigation in the vicinity of sea-going ships					
1	Amendments to the standards of competence for the management level	Part I, Chapter 2, 1.3, competence 8 in column 1	8. sail and manoeuvre also in situations that involve high traffic density or where other craft carry dangerous goods, requiring basic knowledge of the ADN.	8. sail and manoeuvre also in situations that involve high traffic density and in the vicinity of sea-going ships or where other craft carry dangerous goods, requiring basic knowledge of the ADN.	Strengthening certain competences for navigation in the vicinity of sea-going ships
		Part I, Chapter 2, 1.3, competence 8 in column 2	1. Basic knowledge of structure of ADN, ADN documents and instructions and visual signals required by ADN. 2. Ability to find instructions in ADN and to identify visual signs for craft subject to ADN.	1. Knowledge of the possible dangers of vulnerability to waves and speed differences between sea-going ships and inland navigation vessels. 2. Knowledge of the visibility of inland navigation vessels in relation to the blind spot of sea-going ships 3. Knowledge of the manoeuvrability restrictions of sea-going ships while navigating on inland waterways 4. Knowledge of the need for oversized traffic to take priority position in the fairway 5 4. Basic knowledge of structure of ADN, ADN documents and instructions and visual signals required by ADN. 6 2. Ability to find instructions in ADN and to identify visual signs for craft subject to ADN.	
2		Part I, Chapter 2, 1.3, competence 6 in column 1	6. consider effects of current, waves, wind and waterlevels in relation with interactions of crossing, meeting and overtaking craft as well as ship-shore (canal effect);	6. consider effects of current, waves, wind and waterlevels in relation with interactions of crossing, meeting and overtaking craft, including sea-going ships , as well as ship-shore (canal effect);	

	Nature	References of the passages concerned	Current version	Correction	Reasoning
3		Part I, Chapter 2, 1.1, competence 6 in column 2	<p>1. Knowledge of signals.</p> <p>2. Ability to use day and night signs such as lights to guide craft.</p> <p>3. Knowledge of Inland AIS, Inland ECDIS, electronic reporting and notices to skippers or mariners, RIS, surveilled and non-surveilled vessel traffic services (VTS) systems and its components.</p> <p>4. Ability to use traffic information tools.</p>	<p>1. Knowledge of signals.</p> <p>2. Ability to use day and night signs such as lights to guide craft, including near open waters leading to harbour entrances.</p> <p>3. Knowledge of Inland AIS, Inland ECDIS, electronic reporting and notices to skippers or mariners, RIS, surveilled and non-surveilled vessel traffic services (VTS) systems and its components, nautical terms used locally by both VTS and users of the waterways (inland craft, sea-going ships and pleasure craft).</p> <p>4. Ability to use traffic information tools.</p>	
Update with view to the references to ES-TRIN					
4	Outdated reference (EN,FR,DE,NL)	Part II, Chapter 1, 2. (Technical requirements for craft used for practical examinations)	“Craft used for practical exams to assess the competence of a boatmaster sailing with aid of radar shall fulfil the technical requirement laid down in Article 7.06 of standard ES-TRIN 2017/1 ¹ . Craft shall be equipped with an operable inland ECDIS or a comparable device for displaying electronic charts.”	“Craft used for practical exams to assess the competence of a boatmaster sailing with aid of radar shall fulfil the technical requirement laid down in Article 7.06 of standard ES-TRIN 2017/1 ¹ in its current version . Craft shall be equipped with an operable inland ECDIS or a comparable device for displaying electronic charts.”	Dynamic reference to avoid outdated references
5	Outdated reference (EN,FR,DE,NL)	Part II, Chapter 2, 1., n°4 in the table	demonstrate the use of ship’s boats including its engine and searchlight or platform according to Article 19.15 ES-TRIN 2017/1 replacing the ship’s boat or collective life-saving appliances according to Article 19.09(5) to (7) ES-TRIN 2017/1 .	demonstrate the use of ship’s boats including its engine and searchlight or platform according to Article 19.15 ES-TRIN 2017/1 ES-TRIN in its current version replacing the ship’s boat or collective life-saving appliances according to Article 19.09(5) to (7) ES-TRIN 2017/1 ES-TRIN in its current version .	Dynamic reference to avoid outdated references

	Nature	References of the passages concerned	Current version	Correction	Reasoning
6	Outdated reference (EN,FR,DE,NL)	Part II, Chapter 2, 1., n°7 in the table (self-contained breathing apparatus sets, sets of equipment, smoke hoods)	demonstrate the use of self-contained breathing apparatus sets and sets of equipment as well as smoke hoods according to Article 19.12(10) ES-TRIN 2017/1 or a combination thereof;	demonstrate the use of self-contained breathing apparatus sets and sets of equipment as well as smoke hoods according to Article 19.12(10) ES-TRIN in its current version 2017/4 or a combination thereof;	Dynamic reference to avoid outdated references
7	Outdated reference (EN,FR,DE,NL)	Part II, Chapter 2, 2. (Specific life-saving equipment for cabin vessels)	The location where the assessment is taking place shall be equipped with life-saving equipment for passenger vessels necessary to demonstrate examination element no 2 including specific life-saving equipment for cabin vessels according to the applicable ES-TRIN 2017/1 . It shall be equipped with a safety rota and a safety plan complying with ES-TRIN 2017/1 and suitable spaces and equipment to assess the ability to organise evacuation and behaviour to fight and react in case of a fire.	The location where the assessment is taking place shall be equipped with life-saving equipment for passenger vessels necessary to demonstrate examination element no 2 including specific life-saving equipment for cabin vessels according to ES-TRIN in its current version . It shall be equipped with a safety rota and a safety plan complying with ES-TRIN and suitable spaces and equipment to assess the ability to organise evacuation and behaviour to fight and react in case of a fire.	Dynamic reference to avoid outdated references
8	Outdated reference (EN,FR,DE,NL)	Part II, Chapter 3, 1	1. Documentation used for assessment such as 1.1. safety rota (including safety plan and safety instructions) according to Article 30.03 ESTRIN 2017/1 , 1.2. risk assessment according to Annex 8 Section I 1.3. ES-TRIN 2017/1 , 1.3. all other documents required by Article 30.01(5) ES-TRIN 2017/1 including a detailed operating manual according to Annex 8 Section I 1.4.9 ES-TRIN 2017/1 ,	1. Documentation used for assessment such as 1.1. safety rota (including safety plan and safety instructions) according to Article 30.03 ES-TRIN 2017/4 in its current version , 1.2. risk assessment according to Annex 8 Section I 1.3. ES-TRIN 2017/4 in its current version , 1.3. all other documents required by Article 30.01(5) ES-TRIN 2017/4 in its current version including a detailed operating manual according to Annex 8 Section I 1.4.9 ES-TRIN 2017/4 ,	Dynamic reference to avoid outdated references

	Nature	References of the passages concerned	Current version	Correction	Reasoning
9	Outdated reference (EN,FR,DE,NL)	Part III, Chapter 1, item 13 (wheelhouse section design)	The wheelhouse section shall be designed for radar navigation by one person as set out in ES-TRIN 2017/1.	The wheelhouse section shall be designed for radar navigation by one person as set out in ES-TRIN in its current version 2017/1 .	Dynamic reference to avoid outdated references
Update with view to the reference to ES-RIS					
10	Update (EN,FR,DE,NL)	Part III, chapter 1, item 3 <i>(quality level of technical equipment)</i>	At least one Inland ECDIS has to be installed on the simulator.	At least one Inland ECDIS compliant with ES-RIS in its current version has to be installed on the simulator.	Standardised rules for Inland ECDIS at European level introduced by ES-RIS (did not exist when ES-QIN was adopted) taken into account
11	Update (EN,FR,DE,NL)	Part III, chapter 1, item 33 <i>(Test procedure)</i>	To examine this achievement, a bridge must exist in the exercise area and Inland Electronical Navigation Chart is used. (...)	To examine this achievement, a bridge must exist in the exercise area and an Inland Electronical Navigation Chart (iENC) compliant with ES-RIS in its current version is used . (...)	Standardised rules for iENC at European level introduced by ES-RIS (did not exist when ES-QIN was adopted) taken into account

	Nature	References of the passages concerned	Current version	Correction	Reasoning
12	Update (EN,FR,DE,NL)	Part III, chapter 1, item 75 <i>(Quality level of technical requirement)</i>	The Inland ECDIS in information mode has to meet the requirements of the most recent standard published by the European Union or the Central Commission for Navigation of the Rhine (Commission Implementing Regulation (EU) N° 909/2013 or CCNR Inland ECDIS edition 2.3 or its updated edition).	The Inland ECDIS in information mode has to meet the requirements of the most recent edition of ES-RIS published by CESNI the requirements of the most recent standard published by the European Union or the Central Commission for Navigation of the Rhine (Commission Implementing Regulation (EU) N° 909/2013 or CCNR Inland ECDIS in its last updated edition).	Standardised rules for Inland ECDIS at European level introduced by ES-RIS (did not exist when ES-QIN was adopted) taken into account

	Nature	References of the passages concerned	Current version	Correction	Reasoning
		Part III, chapter 1, item 75 <i>(Test procedure)</i>	It has to be checked, if the ECDIS software is certified and Inland Electronical Navigation Chart is used.	It has to be checked, if the inland ECDIS software and the Inland Electronical Navigation Chart iENC are in compliance with part I and part V of ES-RIS in its current version regarding the inland ECDIS in information mode.	<p>Standardised rules for Inland ECDIS and iENC at European level introduced by ES-RIS (did not exist when ES-QIN was adopted) taken into account. The inland AIS in information mode is required. This mode is not subject to type-approval or certification. In case of doubt, proof would then have to be provided by the manufacturer of the Inland ECDIS, e.g. by means of a self-declaration.</p> <p><u>It should be noted that the requirements are based on Part I of ES-RIS, while the test procedure is based on Part V of ES-RIS.</u></p>

	Nature	References of the passages concerned	Current version	Correction	Reasoning		
Update with view to terminology and editorial clarifications							
13	Editorial clarification	Part V, Chapter 5, instructions for keeping the logbook, 1 st sentence	This logbook contains 200 pages, numbered from 1 to 200. Entries shall be legible and made in ink (e.g. using print letters).	This logbook contains 200 pages, numbered from 1 to 200. Entries shall be legible and made in indelible ink (e.g. using print letters).	Editorial clarification to prevent deletion of entered data		
14	Terminology (NL only)	All ES-QIN	kwalificatiecertificaat van schipper / kwalificatiecertificaat voor schipper	kwalificatiecertificaat schipper	Harmonisation of the terminology		
9	Terminology (EN FR DE NL)	Part III, Chapter 1, item 13 (wheelhouse section design)	Craft's bridge functions and layout	Craft's wheelhouse functions and layout	Correction of terminology		
15*	Terminology (DE, NL only)	All Part V	D E	Seriennummer / laufende Nummer	DE	Laufende Nummer	Harmonisation of the terminology
			NL	serienummer	NL	volgnummer	
			NL	geldigheidsdatum	NL	vervaldatum	
16*, 15*	Terminology (DE only)	All Part V	Besatzungsmitglied er identifizierungsnummer	Besatzungsmitgliedsnummer	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182		
17	Terminology (NL only)	Part V, Chapter 1, Standard for the electronic form for certificates of qualification	Dit kwalificatiecertificaat in PDF/A-formaat bevat veiligheidskenmerken waarmee de authenticiteit van de herkomst en de integriteit van de gegevens overeenkomstig Verordening (EU) Nr. 910/2014 van het Europese Parlement en de Raad wordt gewaarbord .	Dit kwalificatiecertificaat in PDF/A-formaat bevat de beveiligingskenmerken veiligheidskenmerken waarmee de authenticiteit van de herkomst en de integriteit van de gegevens overeenkomstig Verordening (EU) nr. 910/2014 van het Europese Parlement en de Raad worden gecontroleerd wordt gewaarbord .	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182		

	Nature	References of the passages concerned	Current version	Correction	Reasoning
18*	Terminology (DE only)	Part V, Chapter 1, Standard for the electronic form for certificates of qualification, Instructions for the issuing authorities	Bei den Befähigungszeugnissen, die gemäß der Verordnung über das Schiffspersonal auf dem Rhein ausgestellt werden, kann der Titel folgendermaßen ersetzt werden: „Befähigungszeugnis der ZKR“, und es kann die Flagge der ZKR verwendet werden.	Bei den Befähigungszeugnissen, die gemäß der Verordnung über das Schiffspersonal auf dem Rhein Rheinschiffspersonalverordnung ausgestellt werden, kann der Titel folgendermaßen ersetzt werden: „Befähigungszeugnis der ZKR“, und es kann die Flagge der ZKR verwendet werden.	The title of the new RPN entering into force on 1 April 2023 is modified in German.
		Part V, Chapter 1, Standard for the hard copy of the certificates of qualification as a boatmaster, Instructions for the issuing authorities	Bei den Befähigungszeugnissen, die gemäß der Verordnung über das Schiffspersonal auf dem Rhein ausgestellt werden, kann der Titel auf der Vorder- und Rückseite des Dokuments folgendermaßen ersetzt werden: „Befähigungszeugnis der ZKR Schiffsführer“, und es kann die Flagge der ZKR verwendet werden.	Bei den Befähigungszeugnissen, die gemäß der Verordnung über das Schiffspersonal auf dem Rhein Rheinschiffspersonalverordnung ausgestellt werden, kann der Titel auf der Vorder- und Rückseite des Dokuments folgendermaßen ersetzt werden: „Befähigungszeugnis der ZKR Schiffsführer“, und es kann die Flagge der ZKR verwendet werden.	The title of the new RPN entering into force on 1 April 2023 is modified in German.
		Part V, Chapter 1, model for the hard copy of the certificates of qualification as an LNG expert or as a passenger navigation expert, Instructions for the issuing authorities	Bei den Befähigungszeugnissen, die gemäß der Verordnung über das Schiffspersonal auf dem Rhein ausgestellt werden, kann der Titel auf der Vorderseite des Dokuments folgendermaßen ersetzt werden: „Befähigungszeugnis der ZKR LNG-Sachkundiger“ oder „Befähigungszeugnis der ZKR Sachkundiger für die Fahrgastschiffahrt“, und es kann die Flagge der ZKR verwendet werden.	Bei den Befähigungszeugnissen, die gemäß der Verordnung über das Schiffspersonal auf dem Rhein Rheinschiffspersonalverordnung ausgestellt werden, kann der Titel auf der Vorderseite des Dokuments folgendermaßen ersetzt werden: „Befähigungszeugnis der ZKR LNG-Sachkundiger“ oder „Befähigungszeugnis der ZKR Sachkundiger für die Fahrgastschiffahrt“, und es kann die Flagge der ZKR verwendet werden.	The title of the new RPN entering into force on 1 April 2023 is modified in German.
		Part V, Chapter 2, page 2 of the model	Befähigungszeugnisse der Europäischen Union und Befähigungszeugnisse nach der Verordnung über das Schiffspersonal auf dem Rhein als Leichtmatrose, Decksmann, Matrose, Bootsmann und Steuermann	Befähigungszeugnisse der Europäischen Union und Befähigungszeugnisse nach der Verordnung über das Schiffspersonal auf dem Rhein Rheinschiffspersonalverordnung als Leichtmatrose, Decksmann, Matrose, Bootsmann und Steuermann	The title of the new RPN entering into force on 1 April 2023 is modified in German.

	Nature	References of the passages concerned	Current version	Correction	Reasoning
		Part V, Chapter 2, instructions for the issuing authorities	Bei Befähigungszeugnissen, die nach der Verordnung für das Schiffpersonal auf dem Rhein ausgestellt werden, ist die Bezeichnung „Befähigungszeugnis der ZKR“ zusammen mit der entsprechenden Qualifikation anzugeben, zum Beispiel „Befähigungszeugnis der ZKR – Befähigungszeugnis für Bootsmann (3)“.	Bei Befähigungszeugnissen, die nach der Verordnung über das Schiffpersonal auf dem Rhein Rheinschiffs-personalverordnung ausgestellt werden, ist die Bezeichnung „Befähigungszeugnis der ZKR“ zusammen mit der entsprechenden Qualifikation anzugeben, zum Beispiel „Befähigungszeugnis der ZKR – Befähigungszeugnis für Bootsmann (3)“.	The title of the new RPN entering into force on 1 April 2023 is modified in German.
19*	Terminology (DE only)	Part V, Chapter 2, page 23 of the model	Fahrzeiten und Fahrten auf Binnenwasserstraßenabschnitten in den letzten 15 Monaten Jahr: ... Die Anzahl der Fahrtage muss mit den jenigen im Bordbuch übereinstimmen!	Fahrzeiten und Fahrten auf Binnenwasserstraßenabschnitten befahrene Binnenwasserstraßenabschnitte in den letzten 15 Monaten Jahr: ... Die Anzahl der Fahrtage muss mit den jenigen im Bordbuch verzeichneten Fahrzeiten übereinstimmen!	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182
20*	Terminology (DE only)	Part V, Chapter 3	Wir, Name der Prüfungsstelle, bestätigen mit dem Dokument Nummer....., dass 1. Aktuelle(r) Name(n) des Inhabers 2. Aktuelle(r) Vorname(n) des Inhabers 3a. Geburtsdatum (TT/MM/JJJJ) 3b. Geburtsort (Ort) die praktische Prüfung [zur Erlangung eines Befähigungszeugnisses als Schiffsführer] [und] [für eine besondere Berechtigung für das Fahren unter Radar] am Simulator (Name des Simulators), zugelassen durch (Name der zuständigen Behörde), bestanden hat.	Wir, Name der Prüfungsstelle, bestätigen mit dem Dokument Nummer....., dass 1. Aktuelle(r) Name(n) des Inhabers 2. Aktuelle(r) Vorname(n) des Inhabers 3a. Geburtsdatum (TT/MM/JJJJ) 3b. Geburtsort (Ort) die praktische Prüfung [zur Erlangung eines Befähigungszeugnisses als Schiffsführer] [und] [für eine besondere Berechtigung für das Fahren unter Radar] am Simulator (Name Bezeichnung des Simulators), zugelassen durch (Name Bezeichnung der zuständigen Behörde), bestanden hat.	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182

	Nature	References of the passages concerned	Current version	Correction	Reasoning																		
21*	Terminology (DE only)	Part V, Chapter 5, page 5 of the model (column 8)	<table border="1"> <tr> <td>Besatzungsmitglieder</td> <td style="border-left: 1px dashed black; border-right: 1px dashed black;">Dienstbuch</td> <td></td> </tr> <tr> <td colspan="3">8</td> </tr> <tr> <td>Tätigkeit</td> <td>Name und Vorname</td> <td>Nr.</td> </tr> </table>	Besatzungsmitglieder	Dienstbuch		8			Tätigkeit	Name und Vorname	Nr.	<table border="1"> <tr> <td>Besatzungsmitglieder</td> <td style="border-left: 1px dashed black; border-right: 1px dashed black;">Schiffdienstbuch</td> <td></td> </tr> <tr> <td colspan="3">8</td> </tr> <tr> <td>Tätigkeit Funktion</td> <td>Name und Vorname</td> <td>Nr.</td> </tr> </table>	Besatzungsmitglieder	Schiffdienstbuch		8			Tätigkeit Funktion	Name und Vorname	Nr.	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182
Besatzungsmitglieder	Dienstbuch																						
8																							
Tätigkeit	Name und Vorname	Nr.																					
Besatzungsmitglieder	Schiffdienstbuch																						
8																							
Tätigkeit Funktion	Name und Vorname	Nr.																					
22*	Terminology (DE, NL only)	<p>Part V, Chapter 2, page 4 of the model and instructions for the issuing authorities</p> <p>Part V, Chapter 2, and instructions for the issuing authorities</p> <p>Part V, Chapter 4, page 3 of the model</p> <p>Part V, Chapter 4, instructions to the issuing authorities</p>	<p>DE: Zeit am Arbeitsplatz</p> <p>NL: Tijd op de werkplek</p>	<p>DE: Dienstzeit</p> <p>NL: Diensttijd</p>	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182																		

	Nature	References of the passages concerned	Current version	Correction	Reasoning
23*	Terminology (DE only)	Part V, Chapter 2, page 23 of the model Part V, Chapter 2 (instructions to the issuing authorities) Part V, Chapter 4, page 23 of the model Part V, Chapter 4 (instructions to the issuing authorities)	Zweifel ausgeräumt durch Vorlage <input type="checkbox"/> (auszugsweise) des Bordbuchs <input type="checkbox"/> eines anderen geeigneten Belegs	Zweifel ausgeräumt durch Vorlage <input type="checkbox"/> (auszugsweise) des Bordbuchs <input type="checkbox"/> eines anderen geeigneten Belegs — amtlichen Dokuments	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182
22*	Terminology (NL only)	Part V, Chapter 2, page 4 to 22 of the model Part V, Chapter 2, instructions to the issuing authorities Part V, Chapter 4, page 3 of the model Part V, Chapter 4, instructions for the issuing authorities	Aanvang tijd op werkplek (datum)	Houder in dienst getreden op (datum)	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182

	Nature	References of the passages concerned	Current version	Correction	Reasoning
22*	Terminology (<u>NL only</u>)	Part V, Chapter 2, page 4 until 22 Part V, Chapter 2, instructions for the issuing authorities Part V, Chapter 4, page 3 of the model Part V, Chapter 4, instructions for the issuing authorities	einde tijd op werkplek	einde dienst	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182
24*	Terminology (<u>NL only</u>)	Part V, Chapter 2, page 23 until 55 of the model Part V, Chapter 4, page 23 until 55 of the model	vaartuignaam of uniek Europees scheepsidentificatienummer of ander officieel nummer van het vaartuig	naam van het vaartuig of uniek Europees scheepsidentificatienummer of ander officieel vaartuignummer	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182
24*	Terminology (<u>NL only</u>)	Part V, Chapter 2, page 23 until 55 of the model Part V, Chapter 2, instructions to the issuing authorities Part V, Chapter 4, page 23 until 55 of the model Part V, Chapter 4, instructions to the issuing authorities	Overgelegd op (datum)	<u>ingediend</u> op (datum)	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182

	Nature	References of the passages concerned	Current version	Correction	Reasoning
22*, 15*	Terminology (<u>NL</u> only)	Part V, Chapter 5, page 1 of the model Part V, Chapter 2, page 4 of the model Part V, Chapter 2, instructions to the issuing authorities Part V, Chapter 4, page 3 of the model Part V, Chapter 4, instructions to the issuing authorities	Vaartuignaam	naam van het vaartuig	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182
25*	Terminology (<u>NL</u> only)	Part V, Chapter 5, page 5 until 200 of the model	leden van de bemanning	bemanningsleden	Harmonisation of the terminology with Commission Implementing Regulation (EU) 2020/182

* As these changes also concern models copies already published can be used until they are no longer available

Proposed amendments

1. Competence no.8, section 1.3, Chapter 2, Part I is worded as follows:

<p>8. sail and manoeuvre also in situations that involve high traffic density and in the vicinity of sea-going ships or where other craft carry dangerous goods, requiring basic knowledge of the ADN.</p>	<ol style="list-style-type: none">1. <u>Knowledge of the possible dangers of vulnerability to waves and speed differences between sea-going ships and inland navigation vessels.</u>2. <u>Knowledge of the visibility of inland navigation vessels in relation to the blind spot of sea-going ships.</u>3. <u>Knowledge of the manoeuvrability restrictions of sea-going ships while navigating on inland waterways.</u>4. <u>Knowledge of the need for oversized traffic to take priority position in the fairway.</u>5. Basic knowledge of structure of ADN, ADN documents and instructions and visual signals required by ADN.6. Ability to find instructions in ADN and to identify visual signs for craft subject to ADN.
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2. Competence no.6, section 1.3, Chapter 2, Part I is worded as follows:

“6. consider effects of current, waves, wind and water-levels in relation with interactions of crossing, meeting and overtaking craft, including sea-going ships, as well as ship-shore (canal effect);”

3. Competence no.6, section 1.1, Chapter 2, Part I is worded as follows:

<p>6. use relevant traffic supervision tools and be able to apply them.</p>	<ol style="list-style-type: none">1. Knowledge of signals.2. Ability to use day and night signs such as lights to guide craft, <u>including near open waters leading to harbour entrances.</u>3. Knowledge of Inland AIS, Inland ECDIS, electronic reporting and notices to skippers or mariners, RIS, surveilled and non-surveilled vessel traffic services (VTS) systems and its components, <u>nautical terms used locally by both VTS and users of the waterways (inland craft, seagoing ships and pleasure craft).</u>4. Ability to use traffic information tools.
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4. *2nd paragraph, no. 2, Chapter 1, Part II, is worded as follows:*

“Craft used for practical exams to assess the competence of a boatmaster sailing with aid of radar shall fulfil the technical requirement laid down in ~~Article 7.06 of standard ES-TRIN 2017/4~~¹ in its current version. Craft shall be equipped with an operable inland ECDIS or a comparable device for displaying electronic charts.”

5. *Item 4, no. 1, Chapter 2, Part II, is worded as follows:*

4	1.1	“demonstrate the use of ship’s boats including its engine and searchlight or platform according to Article 19.15 ES-TRIN 2017/4 ES-TRIN <u>in its current version</u> replacing the ship’s boat or collective life-saving appliances according to Article 19.09(5) to (7) ES-TRIN 2017/4 ES-TRIN <u>in its current version</u> .”	I
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6. *Item 7, no. 1, Chapter 2, Part II, is worded as follows:*

7	1.1	“demonstrate the use of self-contained breathing apparatus sets and sets of equipment as well as smoke hoods according to Article 19.12(10) ES-TRIN <u>in its current version</u> 2017/4 or a combination thereof;“	I
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7. *1st paragraph, no. 2, Chapter 2, Part II, is worded as follows:*

“The location where the assessment is taking place shall be equipped with life-saving equipment for passenger vessels necessary to demonstrate examination element no 2 including specific life-saving equipment for cabin vessels according to ES-TRIN in its current version. It shall be equipped with a safety rota and a safety plan complying with ES-TRIN and suitable spaces and equipment to assess the ability to organise evacuation and behaviour to fight and react in case of a fire.”

8. *Item 1, No 2, Chapter 3, Part II, is worded as follows:*

“1. Documentation used for assessment such as
 1.1. safety rota (including safety plan and safety instructions) according to ~~Article 30.03 ES-TRIN 2017/4~~ in its current version,
 1.2. risk assessment according to ~~Annex 8 Section I 1.3. ES-TRIN 2017/4~~ in its current version,
 1.3. all other documents required by ~~Article 30.01(5) ES-TRIN 2017/4~~ in its current version including a detailed operating manual according to ~~Annex 8 Section I 1.4.9 ES-TRIN 2017/4~~.”

9. *Item 13, No 2, Chapter 1, Part III, is worded as follows:*

13.	Craft's bridge <u>wheelhouse</u> functions and layout	The wheelhouse section shall be designed for radar navigation by one person as set out in ES-TRIN <u>in its current version 2017/1</u> .	It has to be verified if the bridge <u>wheelhouse</u> layout and equipment functions correspond to the applicable technical requirements for inland waterway craft. It has to be verified if the wheelhouse is designed for one person steering operations.	x	x
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10. *Item 3, Chapter 1, Part III, is worded as follows:*

3.	Inland ECDIS	At least one Inland ECDIS <u>compliant with ES-RIS in its current version</u> has to be installed on the simulator.	It has to be verified if the installation has the same functionalities as an Inland ECDIS.	x	
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11. *Item 33, Chapter 1, Part III, is worded as follows:*

33.	Collision craft- bridge	Collisions craft-bridge are detected using a static height value (corresponding to a lowered wheelhouse, lowered mast). Collisions are notified in the simulation at least by a sound. The simulation slows the craft down.	To examine this achievement, a bridge must exist in the exercise area and <u>an Inland Electronical Navigation Chart (iENC) compliant with ES-RIS in its current version is used</u> . It is checked whether during the passage of a bridge with not enough clearance a collision occurs and what is the outcome for the further simulation. It is checked whether a safe passage is possible with sufficient reduction of the water level or increase of the draught. This shall also be checked in the visualization system. Different runs are necessary to check the collision point on the ship, if only one exists. In this case it can also be localised whether the bridge causes a collision in the centre line or in the outer boundaries.	x	
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12. *Item 75, Chapter 1, Part III, is worded as follows:*

75.	Chart display	The Inland ECDIS in information mode has to meet the requirements of the most recent <u>edition of ES-RIS published by CESNI</u> the requirements of the most recent standard published by the European Union or the Central Commission for Navigation of the Rhine (Commission Implementing Regulation (EU) N° 909/2013 or CCNR Inland ECDIS in its last updated edition).	It has to be checked, if the <u>inland ECDIS software is certified</u> and <u>the Inland Electronical Navigation Chart iENC are in compliance with part I and part V of ES-RIS in its current version regarding the inland ECDIS in information mode is used.</u>	x	
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13. *1st sentence, instructions for keeping the logbook, Chapter 5, Part V, is worded as follows:*

“This logbook contains 200 pages, numbered from 1 to 200. Entries shall be legible and made in indelible ink (e.g. using print letters).”

14. *Concerns only the Dutch version*

14.1 *Title of Chapter 4, Part II*

14.2 *2nd paragraph, no. 1, Chapter 4, Part II*

14.3 *Title of Chapter 5, Part II*

14.4 *Letter a), 1, no. 1., Chapter 2, Part III*

14.5 *Letter a), 1, no. 2., Chapter 2, Part III*

14.6 *Title of Chapter 1, Part V*

14.7 *1st sentence, Chapter 1, Part V*

14.8 *3^d subtitle, Chapter 1, Part V*

14.9 *1.,3^d subtitle, Chapter 1, Part V*

14.10 *Last paragraph of the instructions for the issuing authorities, Chapter 1, Part V*

14.11 *Number 1, Chapter 3, Part V*

15. *Concerns only the German and the Dutch versions*

15.1 *Number 6 of the standard for the electronic form for certificates of qualification, Part V, Chapter 1*

15.2 *Number 6 to 10 of the instructions for the issuing authorities for the electronic form for certificates of qualification, Chapter 1, Part V*

- 15.3 *Number 6 of the model for the hard copy of the certificates of qualification as a boatmaster, Chapter 1, Part V*
- 15.4 *Number 6 of the instructions for the issuing authorities for the hard copy of the certificates of qualification as a boatmaster, Chapter 1, Part V*
- 15.5 *Number 6 of the model for the hard copy of the certificates of qualification as an LNG expert or a passenger navigation expert, Chapter 1, Part V*
- 15.6 *Number 6 of the instructions for the issuing authorities for the hard copy of the certificates of qualification as an LNG expert or a passenger navigation expert, Chapter 1, Part V*
- 15.7 *Page 1 of the model, Chapter 2, Part V*
- 15.8 *Page 2 and 3 of the model, Chapter 2, Part V*
- 15.9 *Instructions for the issuing authorities, Chapter 2, Part V*
- 15.10 *Model of the service record book, Chapter 4, Part V (concerns only the Dutch version)*
- 15.11 *Instructions for the issuing authorities, Chapter 4, Part V*
- 15.12 *Page 1 of the model, Chapter 5, Part V (concerns only the Dutch version)*
- 15.13 *Pages 2 and 3 of the model, Chapter 5, Part V (concerns only the Dutch version)*
- 15.14 *Instructions for the issuing authorities, Chapter 5, Part V*
- 16. *Concerns only the German version*
- 16.1 *Number 4 of the standard for the electronic form for certificates of qualification, Chapter 1, Part V*
- 16.2 *Number 4 of the instructions for the issuing authorities for the electronic form of certificates of qualification, Chapter 1, Part V*
- 16.3 *Number 4 of the model for the hard copy of the certificates of qualification as a boatmaster, Chapter 1, Part V*
- 16.4 *Number 4 of the instructions for the issuing authorities for the hard copy of the certificates of qualification as a boatmaster, Chapter 1, Part V*
- 16.5 *Number 4 of the model for the hard copy of the certificates of qualification as an LNG expert or a passenger navigation expert, Chapter 1, Part V*
- 16.6 *Number 4 of the instructions for the issuing authorities for the hard copy of the certificates of qualification as an LNG expert or a passenger navigation expert, Chapter 1, Part V*
- 16.7 *Number 4 of the instructions for the issuing authorities, Chapter 4, Part V*
- 17. *1st paragraph, Chapter 1, Part V (concerns only the Dutch version)*
- 18. *Concerns only the German version*
- 18.1 *The instructions for the issuing authorities, standard for the electronic form for certificates of qualification, Chapter 1, Part V*

- 18.2 *The instructions for the issuing authorities, standard for the hard copy of the certificates of qualification as a boatmaster, Chapter 1, Part V*
- 18.3 *The instructions for the issuing authorities for the model for the hard copy of the certificates of qualification as an LNG expert or as a passenger navigation expert, Chapter 1, Part V*
- 18.4 *The title in page 2 of the model, Chapter 2, Part V*
- 18.5 *The instructions for the issuing authorities, Chapter 2, Part V*
- 19. *Page 23 of the model, Chapter 2, Part V (concerns only the German version)*
- 20. *The model of the certificate, Chapter 3, Part V (concerns only the German version)*
- 21. *Column 8 of page 5 of the model, Chapter 5, Part V, is worded as follows (concerns only the German version)*
- 22. *Concerns only the German and the Dutch versions:*
 - 22.1 *Page 4 of the model, Chapter 2, Part V*
 - 22.2 *The instructions for the issuing authorities, Chapter 2, Part V*
 - 22.3 *Page 3 of the model, Chapter 4, Part V*
 - 22.4 *The instructions for the issuing authorities, Chapter 4, Part V*
- 23. *Concerns only the German version*
 - 23.1 *Page 23 of the model, Chapter 2, Part V*
 - 23.2 *The instructions for the issuing authorities, Chapter 2, Part V*
 - 23.3 *Page 23 of the model, Chapter 4, Part V*
 - 23.4 *The instructions for the issuing authorities, Chapter 4, Part V*
- 24. *Page 23 of the model, Chapter 2, Part V, and page 23 of the model, Chapter 4, Part 5 (concerns only the Dutch version):*
- 25. *Page 5 of the model, Chapter 5, Part V (concerns only the Dutch version)*
