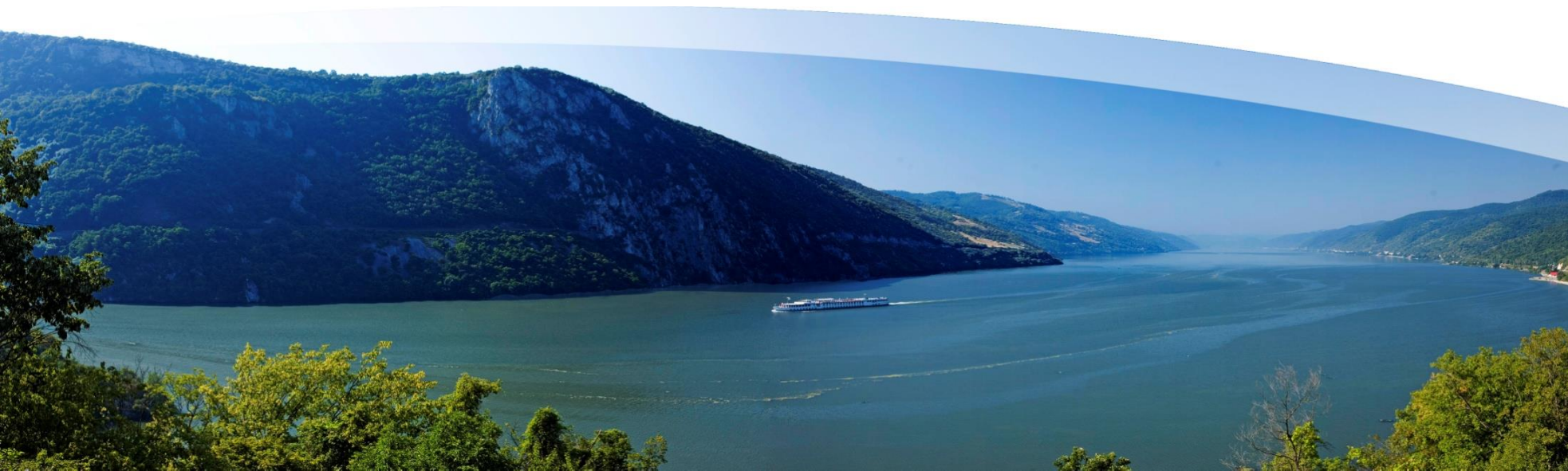


# EUSDR PA1a Working Group on Education and Jobs

Budapest | 14<sup>th</sup> June 2019




# Welcome and introduction

# PA1a coordinators



## Austria

 Bundesministerium  
Verkehr, Innovation  
und Technologie

**viadonau**

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## Romania



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## Current 5 targets for EUSDR Priority Area 1a

1. Increase the cargo transport on the river by 20% by 2020 compared to 2010.
2. Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2020.
3. Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020.
4. Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2020.
5. Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.

# PA 1a working group structure



WG 1 – Waterway infrastructure & management



WG 2 – Ports & sustainable freight transport



WG 3 – Fleet modernisation



WG 4 – River Information Services



WG 5 – Education & jobs



WG 6 – Administrative processes

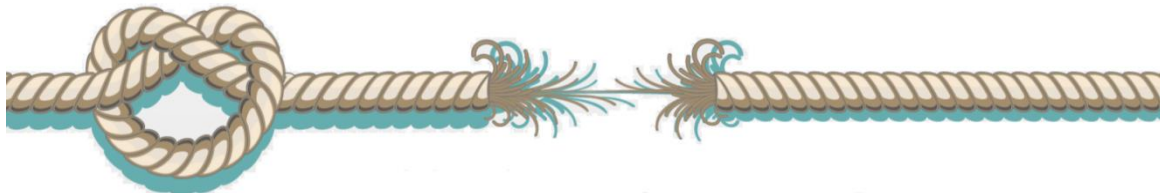
Implementation  
through projects  
funded by national  
budgets,  
Operational  
Programmes,  
Connecting Europe  
Facility (CEF),  
H2020, Danube  
Transnational  
Programme,...

# EUSDR added value: Improving fairway maintenance



## WG 1 – Waterway infrastructure & management

- 7 EU Member States and 3 non-EU Member States: Waterway rehabilitation and maintenance is and will remain a national responsibility
- Budget decisions and operational measures are ultimately taken (or not) at national level
- The quality of the Danube corridor is as strong as its weakest link



→ Corridor approach and cooperation is essential

# Our tool kit to achieve stable fairway conditions along the Danube

1. Strong partnership and cooperation among waterway administrations and stakeholders
2. Definition of common levels of service and work plans:  
Fairway Rehabilitation and Maintenance Master Plan
3. Development of good practices in waterway maintenance
4. Joint implementation projects: e.g. DanubeSTREAM, FAIRway Danube
5. Up-to-date fairway information for waterway users
6. Close performance monitoring and reporting



**10 riparian countries...  
coordination is a must**

Adequate and continuous fairway conditions are essential for competitive and sustainable navigation along the entire Danube. Interruptions of navigation during periods of low water have to be avoided in order to **ensure safe navigation and optimal transport planning** for inland waterway vessels. As the Danube runs through no less than 10 countries, pro-active waterway maintenance and strong coordination among the involved waterway administrations in all Danube countries are a must.

**One Danube, one Master Plan**

EUSDR Priority Area 1a prepared the **Fairway Rehabilitation & Maintenance Master Plan for the Danube and its navigable tributaries** in 2014. The Master Plan defines a recommended minimum level of service, highlights critical navigational locations, specifies the required national measures and budget needs and is in line with applicable environmental law. The Master Plan was developed in close coordination with the European Commission (DG MOVE and REGIO) and the Network of Danube Waterway Administrations NEWADA (SEE Programme). The Master Plan was adopted by 10 Danube Transport Ministers in December 2014.

**Start of a common journey**

The adoption of the Fairway Master Plan marked the beginning of an ongoing process, which put and retained fairway rehabilitation and maintenance on the political agenda. Moreover, a continuous monitoring process was started, in which progress towards achievement of the master plan objectives is checked and documented every six months.

The implementation of the Master Plan actions is secured by a range of national projects and through the FAIRway Danube project. These common efforts have yielded visible results: new gauging stations, surveying vessels as well multifunctional marking vessels have been put in operation in most Danubian countries and targeted maintenance activities helped defuse the historic low water situation that strongly hit European waterways in the summer and autumn of 2018.

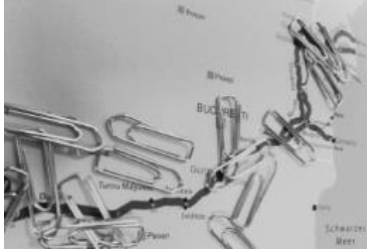


**Waterway maintenance in the focus of policy making**

Inland waterways are an indispensable element of the European transport network. The joint objective of the Danube Ministers of Transport is to establish **common levels of service on the Danube waterway**. The responsible Ministers and the European Commission have therefore – supported by EUSDR Priority Area 1a – taken decisive steps since 2012 to ensure strong coordination on this important topic.

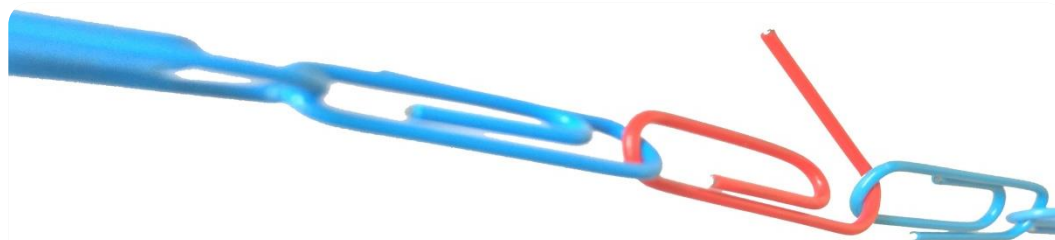
As the FAIRway Danube project (co-financed from the Connecting Europe Facility) started directly after the adoption of the Master Plan, the Priority Area 1a triggered a successful interplay between policy making and project implementation.

# EUSDR added value: Reducing administrative barriers



## WG 6 – Administrative processes

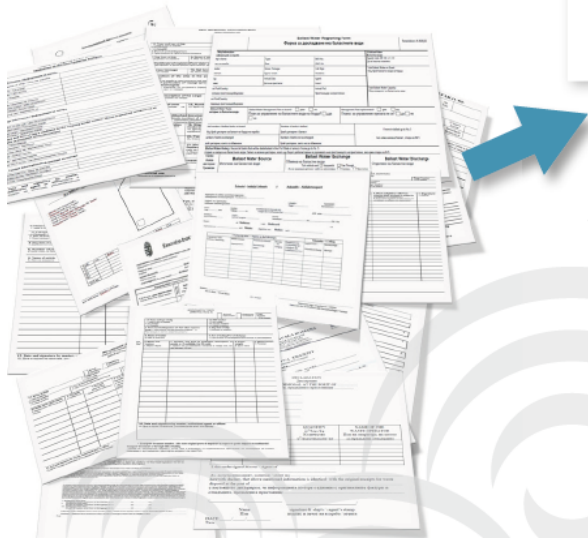
- 7 EU Member States and 3 non-EU Member States: border controls at the EU and Schengen borders, which sometimes cause delays and add costs to navigation
- Effective cooperation between PA1a (Inland Waterways) and PA11 (Security)
- Aimed at simplification, harmonisation and digitalisation of border controls



→ Corridor approach is essential here as well

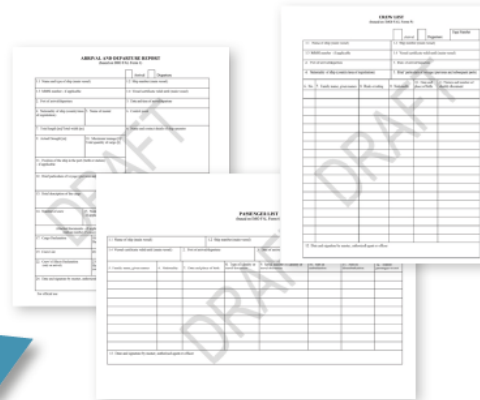
From simplification...

The Community Customs Code requires that control procedures should be merged or aligned and the number of procedures reduced to those that are economically justified. In the current situation a large number of different formalities have to be fulfilled when passing borders on the Danube with an inland vessel. Analyses of the joint Working Group of Priority Areas 1a (Inland waterways) and 11 (Security) demonstrated that numerous requests for data are duplicated, different forms are in use in different countries and that multiple controls can be observed. The first step in the developmental path of PA1a/PA11 was to agree on the elimination of superfluous data requests and to provide adequate guidance for shipping companies and crews through the existing control requirements.



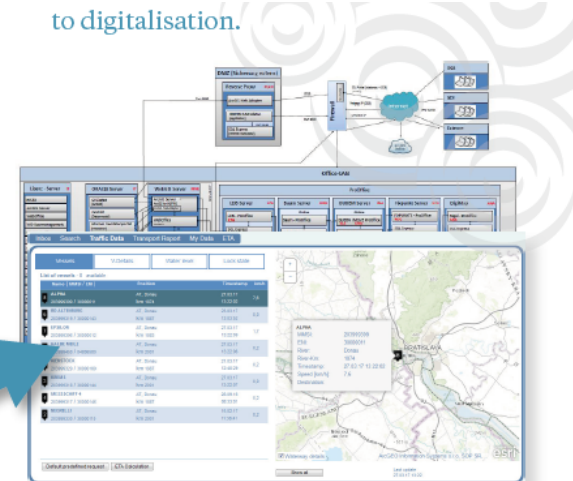
via harmonisation...

The main challenge of the joint Working Group of Priority Areas 1a (Inland Waterways) and 11 (Security) was to first screen and then streamline the different border control forms in use along the entire Danube with its 10 riparian states. Three often used forms (arrival and departure form, crew list and passenger list) were thereby in the focus of the harmonisation efforts.



All requested data fields on individual national control documents were analysed and duplications between various forms were identified. Using the expertise of stakeholders from the shipping sector and control authorities, a first set of so-called Danube Navigation Standard Forms (DAVID) was developed. These DAVID forms were officially endorsed and recommended by the PA1a and PA11 Steering Groups, the Danube Commission and the Danube Ministers of Transport in 2018. The synchronised application of the DAVID forms along the Danube as of 2020 is subject to an administrative agreement among authorities and/or legislative changes in a few countries.

to digitalisation.



In parallel to the anchoring and application of the already harmonised set of DAVID forms, the joint PA1a/PA11 working group is cooperating with the providers of River Information Services in the Danube Region, who are united in the RIS COMEX project (co-financed in the Connecting Europe Facility). This project will specify the required steps to embed the DAVID forms in existing RIS applications and services and thereby digitalise and re-use as many data requirements as possible. A commonly agreed system architecture is planned to be implemented in 2020.

The main design principles of the digitalised system are summarised as „single data entry“ and „report only once“, so that control processes are planned to make a big step towards more efficiency and effectiveness. As a result, Danube navigation will become more attractive for potential customers and the integration of inland navigation in multimodal logistics chains will be more easily facilitated.

## Summary: added value EUSDR

- **Involve non-EU Member States** in the Danube Region (notably RS, MD, UA) in EU policy issues
- **Mobilise policy support and pressure:** provide a link between project results and policy take-up, especially under circumstances when there is no legal obligation for countries to act (e.g. fairway maintenance, administrative barriers)
- **Establish cross-sectoral cooperation** (e.g. fairway/environmental management, shipping sector/control authorities)
- **Bring stakeholders together on informal / expert level**, without official positions to start with
- **Provide project support:** suggest topics for funding programmes, support project set up and project dissemination

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# What can we do for you?

# Objective of today's dialogue

- Identify specific issues and “loose ends” in the field of education and jobs where the EUSDR could support 2020-2022 (application submitted by 24 September 2019)
- Develop solid arguments to argue for funding opportunities 2021-2027 in
  - Cohesion Funds
  - Horizon Europe
  - Connecting Europe Facility
  - National/regional instruments
  - ...

# CESNI Work Plan 2019-2021

## Jörg Rusche, CCNR



# **DANUBE REGION STRATEGY WG FOR EDUCATION & JOBS**

## **CESNI WORK 2019-2021**

Budapest, 14 June 2019, Jörg Rusche



# 01

**CESNI**

**General presentation**





EU  
Member States



CCNR  
Member States



# Missions of CESNI

- **Increasing safety of navigation and protection of the environment in the context of inland navigation**
- **Promoting employment in inland navigation and making the sector more attractive**
- **Facilitating transport operations and promoting international trade**



# CESNI PARTNERS

## CCNR and EU Member States like



## and Observer States like



## International Organisations like



## Recognised Organisations like





**European Committee  
for drawing up standards in the field of  
inland navigation**

**WORKING GROUP (PT)**  
Technical requirements  
for vessels

**WORKING GROUP (QP)**  
Professional qualifications

**WORKING GROUP (TI)**  
Information  
technology



**WORKSHOPS**



**ROUND TABLES**



**HEARINGS**

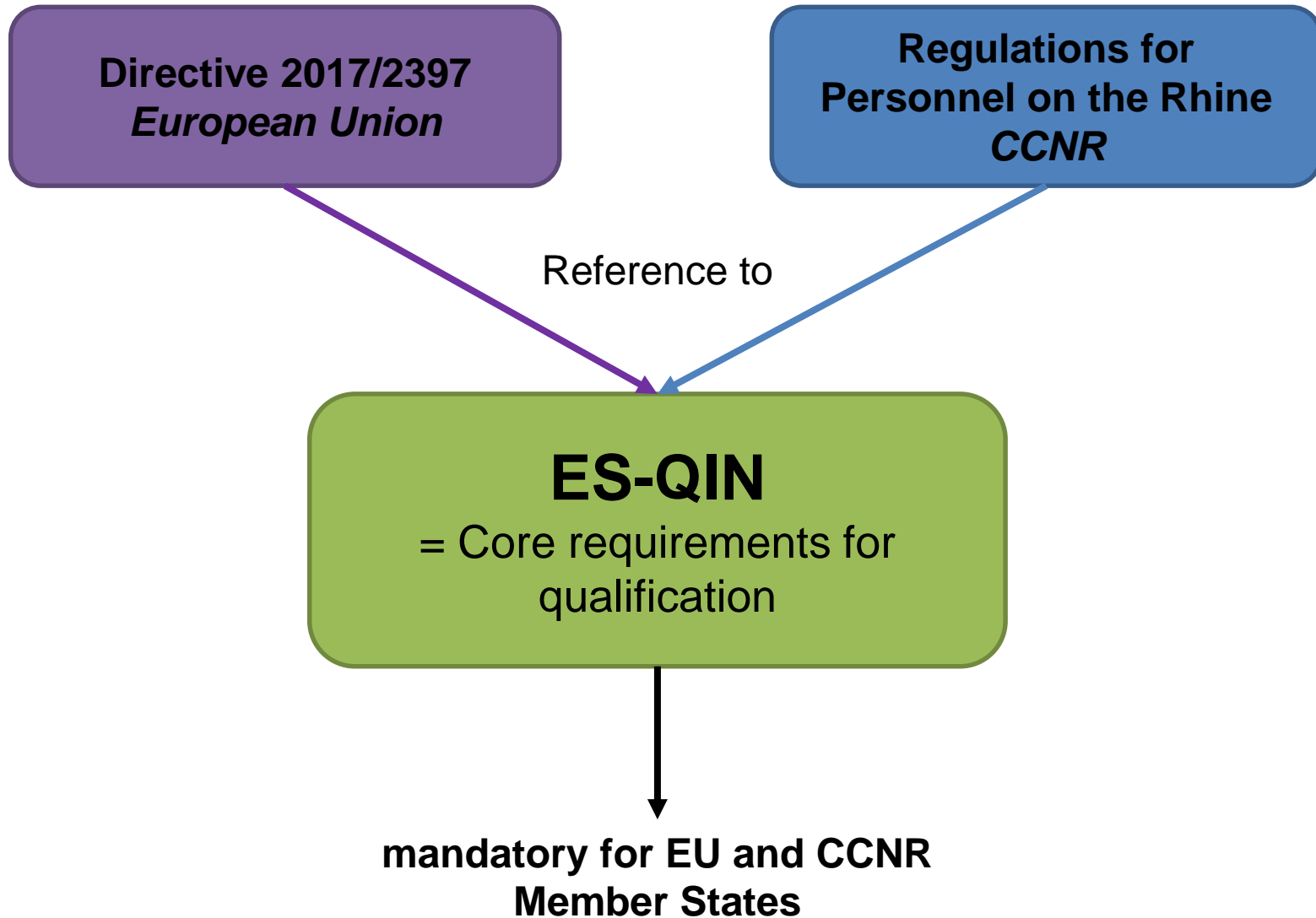
# 02

**CESNI/QP**

**First results**



## ES-QIN – Legal framework





**On 8 November 2018, CESNI adopted ES-QIN, edition 2018 with**

- Standards for competences,**
- Standards for practical examinations,**
- Standards for simulators and**
- Standards for medical fitness,**

**allowing re-definition of operational and management level functions (professional requirements).**



# ES-QIN overview

## COMPETENCE



- Detailed list of knowledge and skills,
- Content of practical examinations

## SIMULATORS

Technical and functional requirements

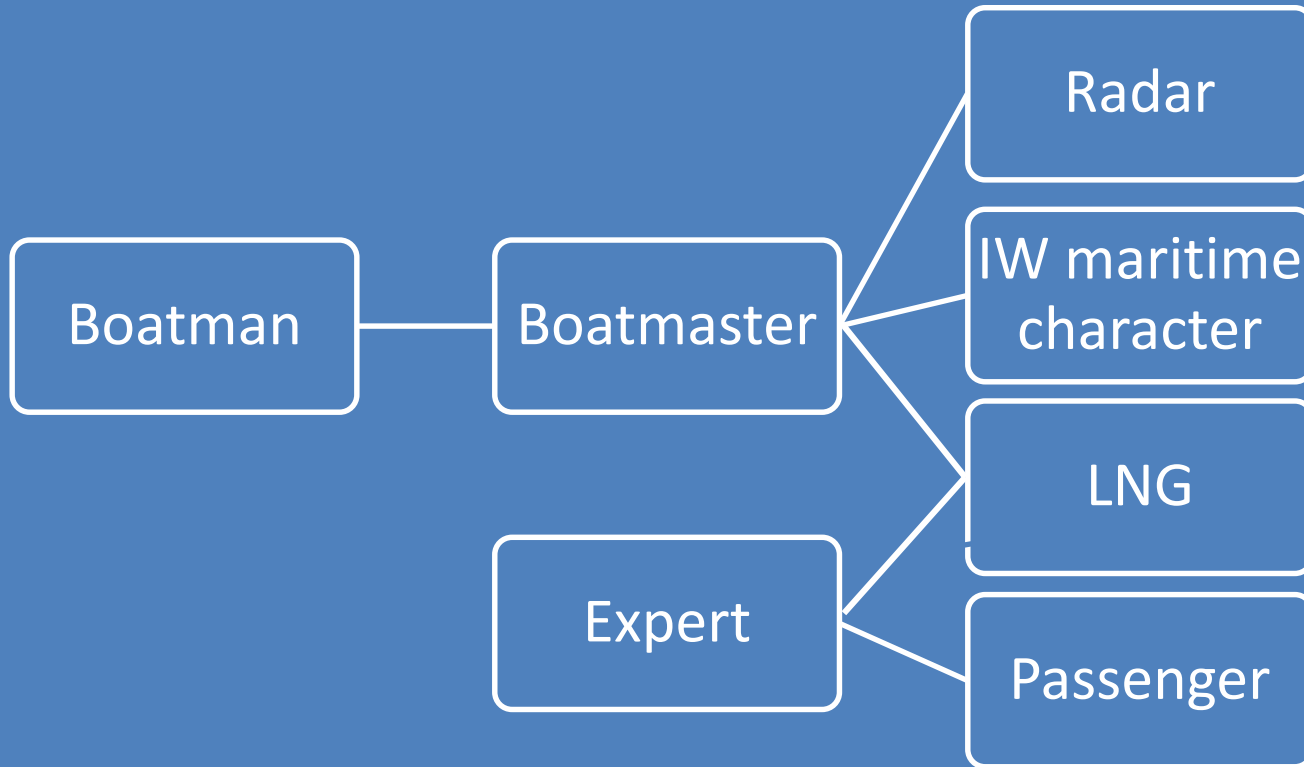


Administrative approval

## MEDICAL FITNESS



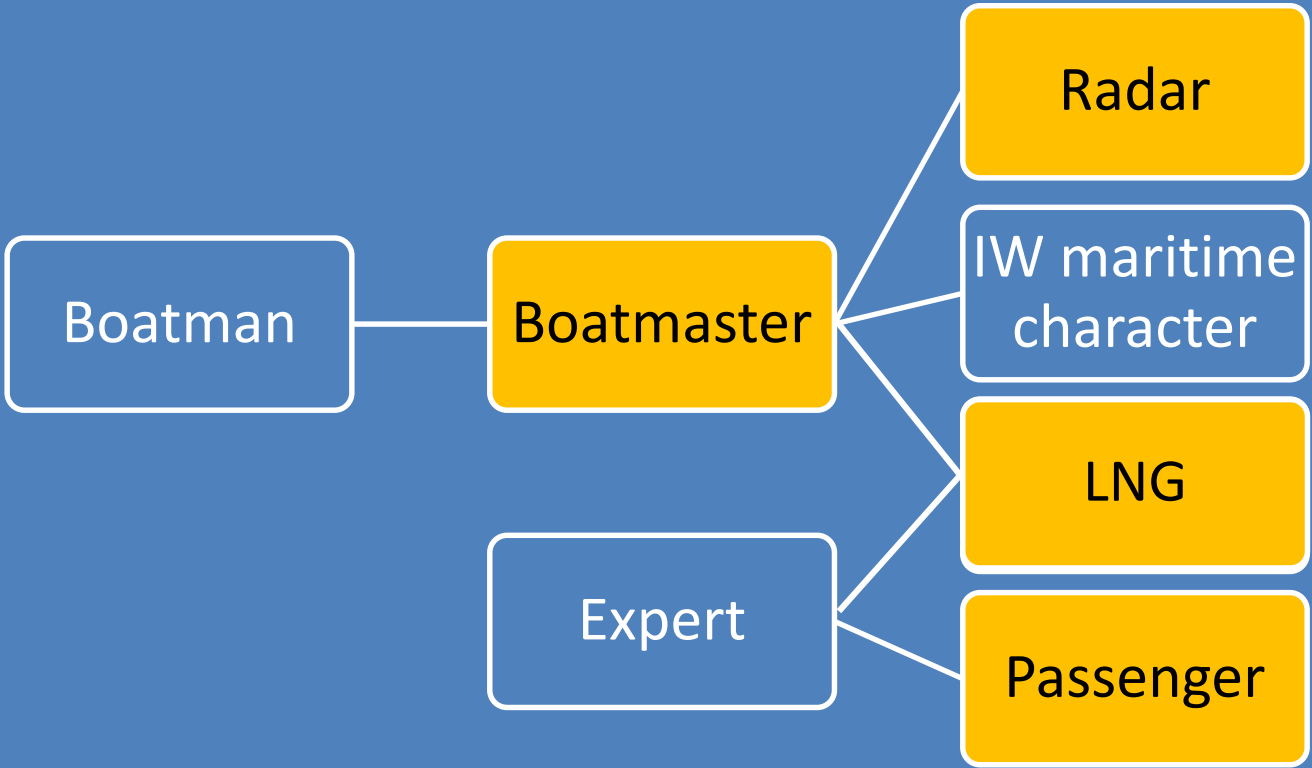
**COMPETENCE**



## Standards for competence (CESNI-2018-II-3 to 8)

- Cover essential competence requirements for each entry with concrete knowledge and skills.
- Do not yet cover details on methods to demonstrate a competence or to evaluate the demonstration of a competence.
- New columns for each competence could be discussed and added.

**PRACTICAL EXAM**



## **Standards for practical examination (CESNI-2018-II-9 to 13)**

- Cover all elements foreseen in practical examinations with defined tools (simulator, craft, land installation) and specific scoring system to define importance of each specified competence for boatmaster, radar, LNG and passenger navigation.
- Do not cover theory parts and concrete procedures to assess theoretical knowledge which is part of a competence, too.

## Standards for simulators (CESNI-2018-II-14 and 15)

- Cover technical and functional requirements for vessel-handling and radar simulators as well as procedure for the administrative agreement of simulators.
- Do not cover requirements for simulators used outside practical examination of boatmasters and radar skills, such as training or assessment of specific authorisation to sail on stretches with specific risks.

## **Standards for medical fitness (CESNI-2018-II-2)**

- Cover eyesight, hearing and common diseases which may lead to temporary or permanent unfitness of deck crew members as well as mitigation measures and restrictions, based on structure developed by IMO/ILO 2013.
- Do not cover criteria to identify medical experts, medical certificates or good practice for first interview.



# 03

## CESNI/QP Outlook



**Under the current work programme (2019-2021), CESNI will mainly**

- 1) complete and update the ES-QIN,**
- 2) accompany quality implementation of the new competence based approach and**
- 3) work on future manning requirements, taking up the outcome of a social partners study (TASCS) and entrepreneurial skills.**



## Complete ES-QIN (priority I) means

- 1) drafting standards of models for certificates, service record books and logbooks (ES-QIN edition 2019),
- 2) provide standards for **COMMUNICATION PHRASES, BASIC SAFETY TRAINING** and revision of 2018 content.



## Accompany quality implementation (priority I) means

- 1) create tools for harmonised exam standards
- 2) drafting « missing standards » (practical OL exam and theory exams for key standards)
- 3) draft guidelines for third country requests for recognition.

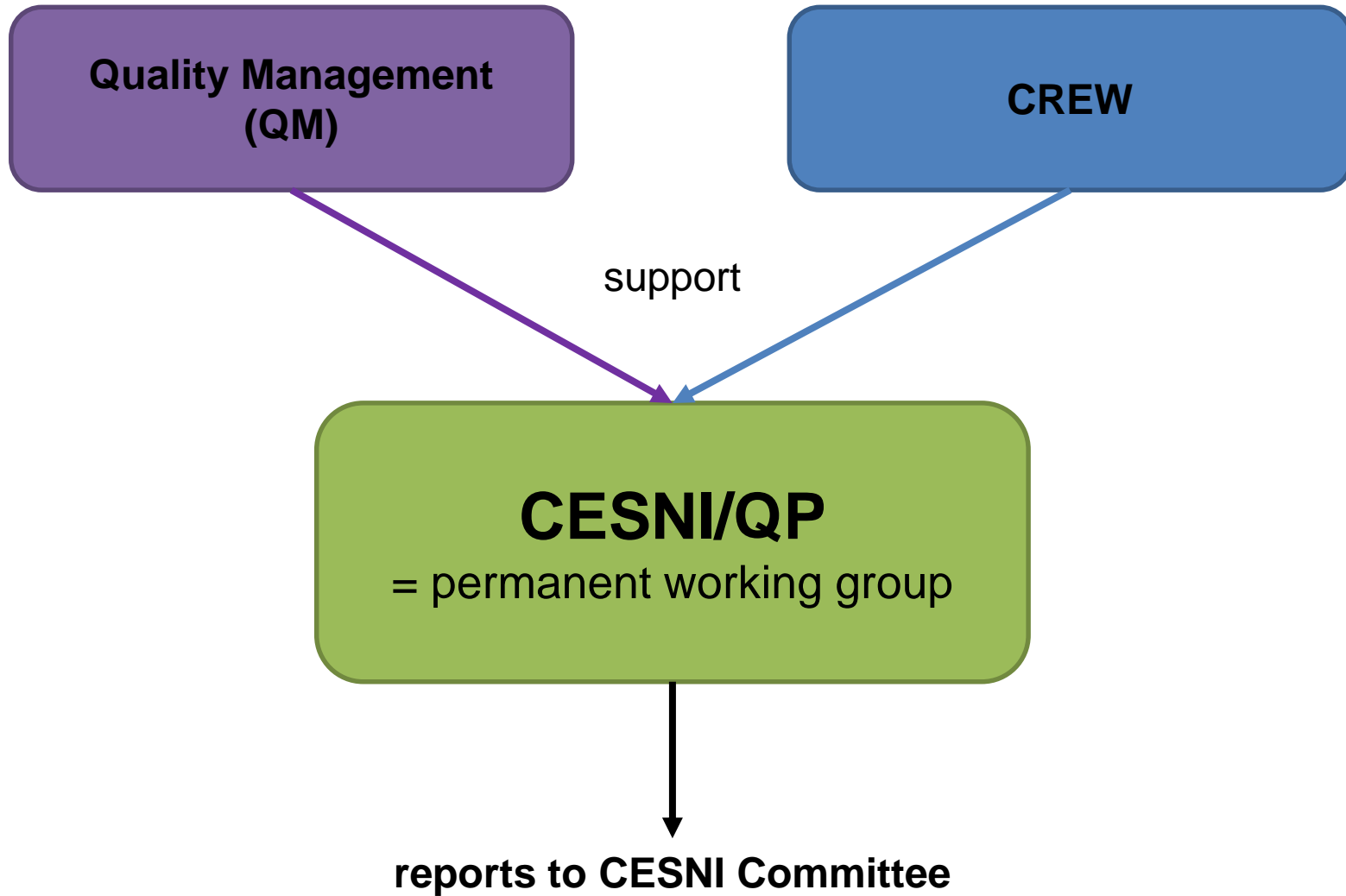


## Work on future manning requirements (priority I) means

- 1) disseminate the outcome of a social partners study (TASCS)
- 2) identify items requesting further discussion
- 3) propose a road map for future action.



## New structure: Temporary working groups





For detailed work programme and news please see

[cesni.eu](http://cesni.eu)

# Application of EU Directive 2017/2397 – status and main results of projects

Doina Munteanu/Ghiuler Manole



*Increased institutional capacity in Danube navigation by boosting joint transnational competences and skills in education and public development services*

# **Danube SKILLS project results in supporting the implementation of EU Directive 2017/2397 in the Danube riparian countries**

**Doina Munteanu/CERONAV**  
*Senior Expert / Coordinator* **Danube SKILLS**

**EUSDR PA 1a Working Group for Education & Jobs**

Budapest, 14 June 2019

## Danube SKILLS project results

### **Output 5.1- Policy support strategy for nautical education**

This Strategy consists in a concrete **roadmap** outlining what the Danube riparian countries should do and how for **future coordination and cooperation** on the **transposition and implementation** of the **Directive (EU) 2017/2397** in the coming years, taking into account their national obligation as Member States.

### **Deliverable 5.4.1- Transnational Action Plan for implementation of Policy Support Strategy on Nautical Education**

This Action Plan consists of action steps that address the Member States' obligation for the transposition and implementation of the provisions of EU Directive 2017/2397 provisions on the recognition of professional qualifications in inland navigation.



## Danube SKILLS consortium

The project consortium consists in representatives from most Danube riparian countries such as:

1. **CERONAV/RO- Lead partner**
2. **RoMT/RO**
3. **BMA/BG0**
4. **SBBH/RS**
5. **RSOE/HU**
6. **MINDOP/SK**
7. **FPZ/HR**
8. **VIA/AT**
9. **DST/DE**



# State of play of the EU Directive transposition of the EU Directive 2017/2397 in Danube countries

## I. Designated national authority/authorities

## II. Taken actions



## Romania

### I.

**Ministry of Transport, Romanian Naval Authority and Ministry of Education**

### II.

**Ministry of Transport** delegated the responsibility to the RNA-Romanian Naval Authority.

**CER together with RNA** established the **list of mandatory training programmes** according to the EU Directive 2017/2397 which will be submitted for approval according to the **Ministry of Transport Order No. 1354/2007**.

**CER** started the action of **elaboration/revision of training programmes** according to the EU Directive 2017/2397 provisions and CESNI Standards of competence, in cooperation with the RNA representatives.

**CER** purchased and put into operation in September 2018, **Full mission bridge Simulator for inland navigation** with Danube navigation areas and started the preparation of the specific training programmes on this simulator.

For the development of the content of national legislative act,

**RNA need the adoption of Standards of competence as official documents.**



# Bulgaria

## I.

**Ministry of Transport, Information Technology and Communications, Ministry of Health and Ministry of Education and Science**

## II.

**Progress on transposition of the EU Directive 2017/2397** has been discussed during the meeting of BMA adhoc working group in Sofia on **18-19 April 2019**. The working group identified possible difficulties regarding transposition of the EU Directive and pointed out numerous issues, that have to be discussed and decisions to be taken from BMA management and/or Government of Bulgaria. As a result of the discussion made, some of the issues were defined to be discussed with the other member states, such as:

-organization of a **bilateral meeting between BG and Ro** to be made for defining **stretches of inland waterway with specific risks in the common section of the Danube River**.

BMA is going to develop **national standards for competence based on CESNI Standards** and after their approval by the Executive director of BMA will upload them on its official website.



## Republic of Serbia

### I.

**Ministry of Construction, Transport and Infrastructure and Ministry of Education**

### II.

**Ministry of Construction, Transport and Infrastructure** established the **working group on March 2019** which composes of representatives from Ministry of transport, educational institutions (one of them is SBBH), shipping companies and professional associations in the field of IWT.

The **working group** will be responsible for the preparing of the draft Order on professions, conditions for acquiring of the professions and certification of crew members of the inland vessels, which will be harmonized with EU Directive 2017/2397.

The **working group** had not any meeting yet.



# Hungary

## I.

**Ministry of Innovation and Technology and Ministry of Human Capacities**

## II.

**One meeting with the responsible Ministry of Innovation and Technology and Shipping Authority and the partner representatives was organized in April 2018.**

**No any progress** has been made by the Ministry on this matter in Hungary.





# Slovakia

## I.

### Ministry of Transport and Construction

## II.

The approval of **the transposition of the EU Directive should begin in January 2020** and it can **takes a 12 months.**



## Croatia

### I.

**Ministry of Sea, Transport and Infrastructure and National Agency for Science**

### II.

**FPZ started the preparation of the content of education programs** according to EU Directive 2017/2397 and CESNI Standards. These new programmes is planned to be introduced/integrated with other modules at Faculty. Procedure for accreditation is needed.

**National Agency for Science, standard procedure of education programme accreditation is mandatory.**

Ministry of Sea, Transport and Infrastructure **is doing transposition throw committees** for preparing new legislation concerning inland waterway transport and education according to EU Directive. The transposition procedure is in progress.

**Preparation of education and training programs is in progress.**  
Final preparation will be possible upon delivery of new legislation.



## Austria

### I.

**Ministry of Transport, Innovation and Technology, Ministry of Education, Science, and Research and Ministry for Digital and Economic Affairs**

### II.

**A stakeholders meeting in Austria took place on 12 October 2018 in Vienna,** organized and hosted by VIA. The meeting focused on the status quo and future needs regarding the implementation of the EU Directive 2017/2397 and the CESNI Standards for competence in Austrian education system.

**The Austrian policy support work is ongoing** under the responsibility of the Ministry of Transport ministry and in cooperation with AT-stakeholders and will be continued until the transposition.



# Germany

## I.

**Ministry of Transport and Digital Infrastructure (BMVi), Ministry of Economics and Technology (BMWt), Federal Institute for Vocational Education and Training (BIBB) and Municipal Administration**

## II.

**The transposition of the EU Directive 2017/2397 lead by the Federal Ministry of Transport and Digital Infrastructure (BMVI), Unit 25. The BMVI is supported in this by the General Waterways and Shipping Directorate (GDWS).**



### Conclusions

**The preparatory actions for the transposition** of EU Directive 2017/2397 into the national legislation already started in most of the Danube countries.

**Most of the partners are already involved in the working groups** for the preparation the national legislative acts.

**CESNI Standards for competence are expected in the form of official documents.**

There is in RO, one **Full mission bridge simulator with Danube navigation areas** .

The **preparation/ revision of the education and training programmes** already started in few Danube countries.

There are **legal acts for approval of education and training programmes** in few countries.



# Member States obligations

**To have in attention!!**

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this EU Directive by **17 January 2022**.

**Article 288 of the Treaty of EU:** all the Member States must transpose the EU Directive provisions into the national laws, that means to put the provisions of the Directive into their national legal system.



## **CERONAV further involvement**

### **Danube EduBoost**

Multilevel governance for educational attainment and recognition of skill-level across the Danube riparian countries

Enhanced institutional capacities and multi-level transnational cooperation of public authorities and key actors in coping with societal challenges posed by adoption of new European legal framework for educational attainment and recognition of skill-level across the Danube riparian countries.



# QUESTIONS ?







# Interreg



Danube Transnational Programme

**Danube SKILLS**

## Thank you for your attention!



■ Danube Transnational Programme area

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[www.interreg-danube.eu/danube-skills](http://www.interreg-danube.eu/danube-skills)

# Input from private sector

## Leonard Cotiga

# Discussion on possible contributions of PA1a

# Possible added value of EUSDR: Opening funding opportunities

- Ensure coverage of relevant headings in strategic framework for Cohesion policy post-2020
  - Provide input to Partnership Agreements negotiated between EC and Member States
  - Inform on opportunities in Operational Programme
- > For this we need your inputs on required funding topics

# Headings for PA1a actions 2020-2022

<p><u>WG5</u> Education &amp; Jobs</p>	<p><u>Target 5</u> <i>Solve the shortage of qualified personnel and harmonize education standards for professions in Danube navigation</i></p>	<p><u>Action 5.1</u> Support the Danube-wide application of EU Directive 2017/2397 on the recognition of professional qualifications</p>
		<p><u>Action 5.2</u> Identify measures to increase the availability of nautical personnel</p>
		<p><u>Action 5.3</u> Spread knowledge on Danube navigation to future decision makers and dispatchers of logistic supply chains</p>

# Action 5.1: Support the Danube-wide application of EU Directive 2017/2397

## Possible support activities by EUSDR PA1a:

- Support cooperation between Ministries of Transport and Education and social partners in Danube countries, in order to suitably implement Directive? → bring stakeholders together; remind MS of not only transposition but also of real implementation after 2022, involve ministerial level
- Facilitate exchange of best practices among countries in the implementation of the Directive? → cooperation tools/patterns needed
- Support dissemination of common teaching materials based on the standards of competences for operational and management level?
- Secure harmonised national teaching standards to avoid diploma tourism to the “easiest” countries? → quality management system needs to be set up
- Preparation of model courses addressed to nautical personnel

# Action 5.2: Identify measures to increase the availability of nautical personnel

## Possible support activities by EUSDR PA1a:

- Investigate ways to retain qualified personnel in the Danube region? → mainly dependent on salary and working conditions; no real opportunities to raise salary levels, depends on overall profitability of IWT, investigate/analyse figures e.g. on retirements, ageing work force etc.
- Support job campaigns embedded in overall image campaign for Danube navigation? → collect best practices, use social media
- Analyse chances/opportunities for automation and reduction of personnel needs? → no realistic scenario; rather more qualified personnel is needed
- Who could / should / would take over the lead for this issue? → e.g. viadonau stepped in on national level to bridge a gap, maybe DC? Federation of shipowners? PDI?

# Action 5.3: Spread knowledge on Danube navigation to future decision makers and dispatchers of logistic supply chains

## Possible support activities by EUSDR PA1a:

- Capitalize results of DanubeSKILLS regarding Danube Logistics Promotion Centers and their tools? → training for operational experts, transfer of know-how to logistics sector, online tools by waterway managers
- Monitor/guide implementation of action plan on promotion centres?
- Facilitate exchange of best practices for promotion centres?
- Support dissemination of common tools for promotion?



# Conclusions and next steps