

NEWSLETTER

From the Coordinator

Since January this year I am the new project coordinator for COMPETING. One of the first activities in my new role were visits to our highly respected project partners CERONAV and Maritieme Academie Harlingen.

The COMPETING consortium meeting of March, at the university of our distinguished partner in Zilina, had to be cancelled due to the coronavirus. We quickly changed plans and organised an online gathering instead. During this meeting it became clear the first project results are arriving and a lot of progress is made. As project partners we agreed to, despite current developments, work in the same pace as before on the European harmonisation of inland navigation education. A second and third virtual consortium meeting were organised in May and June, next to meetings with the advisory- and project board.

I am very happy that despite the impact of corona we all productively continued to work on the project objectives which will facilitate the implementation of EU directive 1997/2397. Keep up the good work!

PROJECT COORDINATION:
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Picture taken during the virtual consortium meeting in March at STC Group

A short interview with...**Jörg Rusche from CESNI****Could you briefly introduce yourself?**

My name is Jörg Rusche. I am an administrator at the Central Commission for

the Navigation of the Rhine (CCNR) with a focus on professional qualifications and manning requirements in inland navigation.

How should future IWT-education develop in your opinion?

Today, social partners, training institutes and legislators at national and regional

level are working hard on the quality implementation of the new legal framework introducing the competence based European approach from Directive (EU) 2017/2397 and identical requirements in Regulations for Rhine Navigation Personnel as of January 2022. Quality implementation is including digital and simulated elements in training programmes combined with practical experience by navigation time spent together with highly qualified trainers and colleagues on board. IWT-education should also enable future and current crew members to apply skills needed for even greener and more automated vessel operation.

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What are your thoughts on (the first outcomes of) the COMPETING project?

I am looking forward to the collection of learning material addressing the standards for competence on operational level (OL) and management level (ML) as laid down in the European Standard for Qualifications in Inland Navigation (ES-QIN), especially to good-practice including remote and blended learning and augmented reality. I was pleased to learn at an EDINNA web conference in May 2020 that new formats of teaching and learning help to mitigate the impact of the COVID-19 crisis. For quality management, a first COMPETING contribution to CESNI work has been announced for mid-July 2020.

How can CESNI and COMPETING cooperate?

CESNI offers full transparency of its work e.g. on setting up 'missing' standards such as standards for practical examination on OL or standards for theoretical examination as well as on good practice such as an example of a practical examination on ML. This is key work on the smooth implementation of the new legal framework carried out by a CESNI temporary working group for quality management. As government experts, training institutes and social partners elaborate details concerning the assessment of the relevant competence, several ele-

ments that could be assessed during examination or during an approved training programme have been identified. Just as an example: Recently experts discussed on how time-consuming assessment of firefighting skills on OL can be best organised. Instead of a reference to ADN, experts preferred a generic reference to documented practical training. COMPETING could provide good practice of what training with what fire extinguishers should be necessary for sufficient documentation of skills. We are jointly discovering more fields where advice on efficient assessment - with due respect for some flexibility for examiners at national level - can be useful.

When we finish the COMPETING project by the end of 2021, what would be the greatest achievement for COMPETING in your opinion?

I think a collection of learning material on the seven chapters of OL and ML competence and good practice for radar and VHF training, as well as classes for LNG and passenger navigation experts that is accessible for all European training institutes would be the most important project result. It would be a major step forward, for safety of navigation, labour mobility and up-to-date competences. So, all the best for your and our cooperation!

Upcoming events

- [COMPETING consortium meeting, 15-16 September 2020, Vienna - Austria](#)

- [Maritime Industry, 13-15 October 2020, Gorinchem - the Netherlands](#)

COLUMN

THE CHALLENGE CONTINUES

Work-based learning forms an essential element of the education and training for IWT crew members. Sailing time needs to be obtained before a sailing license is granted, and in addition, practical experience is an appropriate method of obtaining the competences defined.

As WP3 leader CERONAV prepared Course Manuals for Inland Waterway Transport Education & Training. These manuals focus on the development of the framework curricula for educational programmes addressed to crew members at Operational Level (OL) and Management Level (ML). The lesson materials are in accordance with ES-QIN-Standards of Competences for inland navigation personnel. All these new documents will constitute in fact the model courses for the two educational programmes, such as: Educational Programme for Boatman- (OL), and Educational Programme for Boatmaster- (ML), required by the Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation.

Based on the framework curricula the Course Manuals/lesson materials for each learning modules will be developed. Small working groups are busy with the standards of competence for inland navigation personnel at OL and ML. Each working group already started with the development of lesson materials. In order to increase digital skills of everybody involved in the Education & Training process, the course manuals will be developed and available in a web-based interactive environment providing among others E-Learning facilities. Apart from the development of the course manuals, the CERONAV team has elaborated the first draft of the European Training Record Book (ETRB) in order to be able to assess the competences acquired by a student/trainee, during the mandatory apprenticeship period(s) on board of a vessel as well as during a simulator running, in accordance with the Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation and CESNI Standards of competence.

The work continues and we are quite pleased to be part of this team, which is very active, cooperative and full of useful resources for a successful completion of the job!



WP 4 Right on track



The focus within WP4 is on the development of a quality control and quality assurance system to ensure education and training of inland navigation crew members throughout the EU meets a minimum of requirements and guarantees a high level of quality.

One of the major tasks within WP4 is the development of an audit list, which is designed to be a contemporary and user-friendly instrument used by authorities to monitor training institutes and examination boards. The list is based on CESNI ES-QIN standards and is composed according to the new EU directive for the harmonization of inland navigation education.

COMPETING is also closely cooperating with the group of volunteers in CESNI QP/QM, the European committee working on the standardization of Qualification Profiles in EU IWT.

The common goal is to work on the quality management of examination on OL and ML in EU IWT. The instrument of choice is the development of commonly

agreed model exams, which set a voluntarily standard for examination in all EU member states and by doing this we enable all member states to use this model exams and reach an overall equal level of examination.

So far the model examination on ML consists of three parts: a theoretical exam, a practical assessment on a simulator or ship and a journey planning part. We expect that the end result will be discussed in CESNI QP/QM this autumn. The model examination on OL consists of two parts: a theoretical part and a practical part on a ship. Although a practical assessment on OL is not an obligation in the new EU directive, all CESNI partners agree that this is needed.

We also expect results on this topic in the coming autumn.



WP LEADER:

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WP 5 How to make impact

ABOUT COMPETING

COMPETING will pave the way for the introduction of competency-based four-proof education and training for inland navigation for crew members throughout the European Union. Future certificates will be recognised throughout Europe. Sustainable relations, automation and digitalisation as well as communication

COMPETING at a glance

PROGRAMME: Erasmus+
INSTRUMENT: SKA for Design and Creativity of ICT
TOTAL BUDGET: € 938.570
DURATION: 1 January 2019 to

PROJECT COORDINATOR: EDINNA
COOPERATION: EDINNA

ADVISORY BOARD: EDINNA

RESULTS: EDINNA

Partners

ORGANISATION	ABBREVIATION	COUNTRY
1. STC Group	STC Group	Netherlands
2. Harlingen	Harlingen	Netherlands
3. Logopedic University of Applied Sciences	PHIO	Austria
4. IWT Sectoral Committee	ISC	Belgium
5. IWT Sectoral Committee	ISC	Belgium
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20. IWT Sectoral Committee	ISC	Belgium

Overview of work packages

- WP1: Project management and preparation
- WP2: Project and Quality Management Implementation
- WP3: Development of curricula and lesson materials
- WP4: Quality Assurance and Quality Control
- WP5: Implementation and Dissemination

EDINNA Erasmus+ IWT-competencies.eu

Writing down results and having others take notice are two entirely different propositions. Dissemination of the COMPETING results involves careful planning, thought, consideration of stakeholders, and communication with those stakeholders. In fact, people will not take notice unless we encourage them to do so.

Last October a temporary working group for Work Package 5 (WP5) was formed. Since then two skype calls took place in which the working group discussed how to make impact. The approach contains five steps to get to a dissemination plan with a planning for communication activities: 1) a common understanding on the mission of COMPETING, 2) a stakeholder analysis, 3) a strategic communication plan, 4) core messages for the different stakeholders, and 5) a practical communication calendar with a planning and an estimate for the communication budget.

During the first phase of 'awareness building' we decided that Maritime Education and Training-institutes (MET's), the IWT sector, the unions and the COMPETING-consortium are our first priority stakeholders. For this reason we are organising dedicated events and presentations for these groups, but will also amongst others work on regular news updates, website and social media. A short while ago we launched a new factsheet, it is available at www.iwt-competencies.eu.



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