

Wish

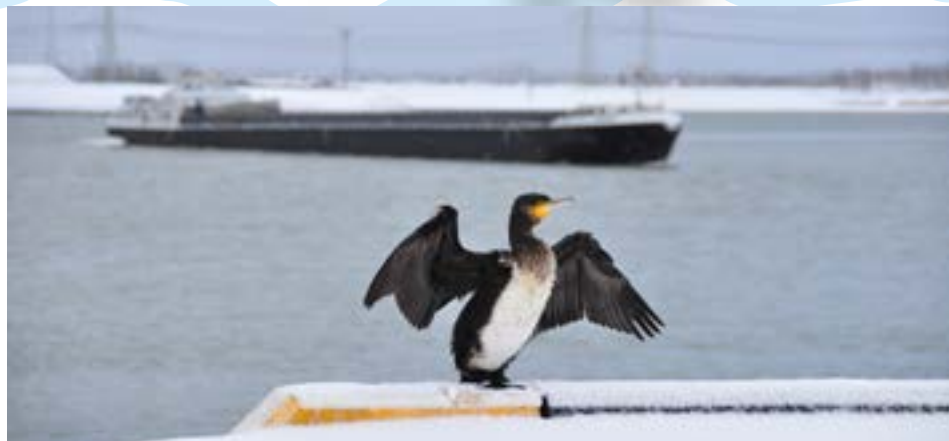
With the Christmas holiday season at our doorstep, room for contemplation starts to arise in my mind. The year 2020 will always be remembered as the time that so many routines were overthrown because of the pandemic. In the midst of it, the challenges of our ambitious project remained the same.

The date of EU Directive 2017/2397 coming into force will not change: January 2022. The need for harmonization of inland navigation education and online educational content within reach, has even been stressed more.

I really want to thank all the project partners for their flexibility, energy and focus on the work that has to be done in order to come up with the deliverables in time.

Let me finish by wishing you faith, hope and love with the ones who are special to you! I am looking forward to working with you again in 2021 and hope to see you all in person soon.

Jan Smallegange
Project Coordinator



“Important role for COMPETING”

MEP Caroline Nagtegaal (Renew Europe) foresees an important role for the COMPETING project in making transport more sustainable. “We are in the middle of a discussion about making the transport sector more sustainable. As far as I am concerned, inland shipping plays a major role in this.”

“COMPETING will lead to harmonized training,” said Nagtegaal. “It thus contributes to greater labour mobility. Education should focus on the *skills of the future*.

That way, inland shipping remains an attractive employer and an interesting sector to work in.”

Caroline Nagtegaal has joined the Advisory Board of COMPETING this autumn. In an interview she talks about her involvement in inland shipping. “It disturbs me that inland shipping often plays a subordinate role in Brussels in the transport debate.”

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Platform INeS moves to EDINNA

Much inland navigation education material can be found on the e-learning platform INeS, the Inland Navigation eLearning System. The freely accessible platform is hosted by Via Donau, part of the Austrian Ministry

of Transport, Innovation and Technology.

All teaching materials developed in the COMPETING project will also be given a place at INeS.

The COMPETING e-learning team is

working hard on this. The hosting and management of the INeS platform is expected to be taken over in the course of 2021 by EDINNA, the European umbrella organization for inland navigation trainers.

“It is difficult to attract good crew”



Sandro Amand, together with partners, has three Inland tankers that collect waste from seagoing and inland vessels in the basin of the Seine. It is also difficult for Sandro to attract good crew. There is a particular shortage of sailors in France.

“We are forced to engage foreign agencies to provide our well-qualified staff,” says Sandro. “The position of Skipper is easier to fill. We sail on all our ships with French captains.”

Sweden is also working on inland shipping



Sweden is working hard on inland shipping between the new seaport Stockholm Norvik Port and the inland ports of Västeraås and Köping along Lake Mälaren. Port authorities have teamed-up with container terminal operator Hutchison and shipping company Wallenius.

The development of inland shipping is in line with Swedish policy to reduce

freight transport by road. The Stockholm region is Sweden’s most import and densely populated region. Previous studies into the opportunities of inland shipping in Sweden have highlighted quite a few bottlenecks. Lakes and rivers are sometimes not navigable for up to three months a year due to ice formation. There are also many locks that are both small and outdated.

Voice of the Donau

Pro Danube initiates and executes transnational EU-funded projects related to the development of IWT in the Danube Region. Since its establishment, Pro Danube continuously continued to grow, becoming a well-established network of more than 200 companies which have a strategic interest in securing better infrastructure conditions and a higher rate of public investments in the Danube transport and logistics system.

Pro Danube is the competence centre for EU grants accession and for EU projects applications preparation as well as for consultancy and project management . Pro Danube successfully brought together public and private entities in establishing enduring partnerships.

Within COMPETING we see ourselves as ‘the voice of the Danube’ - where IWT industry is heavily affected by Covid-19, too little innovations, inadequate fairway maintenance and low investments - even though important steps have been taken. We have initiated and executed numerous EU funded projects - such as DANTE, DAPhNE and GRENDDEL - to tackle the most urgent shortcomings of the Danube IWT sector.

For the Danube as a transnational river, paving the way towards a broadly harmonised inland navigation education system is an essential condition for an uninterrupted transport flow. Generally accepted standards in both the evaluation process and the crew training will increase labour mobility and attract new staff. This is good news for an industry that is short of qualified personnel. It will strengthen the position of IWT in the transport market.

Christian Stark
Project Manager Pro Danube

This summer we've introduced COMPETING's Who is Who. Lots of you responded enthusiastically to our initiative and submitted the requested info.

Unfortunately, not all of you responded. No worry! Our Who is Who is 'an active file' - you can be added very easy. All you have to do is provide the requested info (see our email dated September 3rd).

Background on our Who is

Who is who (2)

Who: due to all Covid-19 restrictions we, all partners in COMPETING, do not meet physically. Our meetings are online and in some cases that's OK as in a way these meetings are more efficient.

But, there's a lack of human contact - there's no time for friendly chats, gossips and other subjects to be discussed over a cup of coffee or a drink

afterwards.

To compensate that lack of communications just a little bit we've launched COMPETING's Who is Who? All involved in the project have received a short questionnaire in which we not only ask name, job title and contact details, but also like to receive some personal information and, of course, a photograph.

The Who is Who is published in TEAMS.

Finding the right crewing in Romania becomes increasingly difficult



The supply of crew members in Romania is not yet a very big problem, although finding good and skillful crew members is becoming more difficult nowadays.

"The average age of good crew members is high," explains Romania skipper and shipowner Laurentiu Mironescu, "and as employers we try to educate and train next generations."

That's not an easy task while less than 25 percent of the newcomers opt for a job on the Romanian fleet. In times before 1989 inland transport was a state priority. At present the country counts approximately 13.000 trained

and licensed crew members.

Laurentiu: "Education and training for deepsea and inland navigation was very important. There was an integrated approach starting at high school level. In those days there were six education and training centers along the river Danube and two in Constanta with dedicated curricula for sea and river."

Laurentiu headed a company that owns two cargo vessels and three pushers. "We just have bought a sixth vessel." The company employs around eighty people.

“Important role for inland shipping in making transport more sustainable”

Interview with Caroline Nagtegaal, new member of Advisory Board

Caroline Nagtegaal, Member of the European Parliament for Renew Europe, has joined the COMPETING Advisory Board. Caroline is a transport specialist with a strong focus on inland shipping, among other things. Partly thanks to her past work for the Port of Rotterdam Authority and Schiphol Airport, Caroline knows better than anyone the importance of international transport and logistics.

Caroline, how did you get in touch with the COMPETING project?

“Inland shipping is big in Europe. More than 37,000 kilometers of waterways connect hundreds of European cities and industrial regions. Thirteen Member States are interconnected by the waterway network. I am therefore very fond of inland shipping and it bothers me that in the transport debate inland shipping often plays a subordinate role in Brussels.

We are also in the middle of a discussion about making the transport sector more sustainable. As far as I am concerned, inland shipping can play a major role in this. That is why I organized two inland shipping consultations last summer and talked to interested parties from all over the sector. That’s how I came into contact with COMPETING.”

What is the importance of this project from your perspective, as a Member of the EP?

“The consultation hours have



Caroline Nagtegaal

provided me with a wealth of knowledge and I learned about many problems the sector is facing, including in their efforts to improve sustainability. For example, it is still very complicated to obtain a certificate for a hydrogen ship. That really has to change.

You are working on a position paper for European inland shipping. What does it contain and what do you hope to achieve with it?

“After these valuable conversations, I drew up an inland shipping position paper. Education is also covered. It is important that this education meets certain similar standards across Europe. The

COMPETING project naturally plays a major role in this and is well on track despite Covid-19. I am convinced that the project will ultimately lead to harmonized education and thus contributes to a bigger mobility on the European labour market.

In addition, education must focus on *the skills of the future*, such as dealing with the latest IT systems and looking for solutions to make the transition towards sustainability together. That way, inland shipping remains an attractive employer and an interesting sector to work in.”