



NEWSLETTER - Summer edition

Foreword

It was great to see all EDINNA members during the General Assembly meeting. Although it was very unfortunate that we had to organize this meeting online for the second time. The Easy Livestream crew however did a splendid job enabling us to switch between the 'Harlingen studio' and all the participants, who were spread all over Europe and beyond.

The outcome of the survey on the implementation of the new directive was somewhat disappointing and that is a cause for concern. Half of the institutes do not have an approved training program yet and more than half of the exam commissions in the various member states seem not to have prepared 'new' examinations on OL and ML level.

Looking back in our recent EDINNA history we can conclude that we have accomplished a lot already; harmonization of EU IWT education and training, one EU IWT license for all crew members and standardization all over the EU IWT world are the most striking results.

However, we do not have a uniform language on all EU IWT waters. EDINNA has developed and promoted Riverspeak, but until now this has unfortunately not been accepted by all member states. It is clear that ship - ship, ship - shore and on board communication will increase the safety of IWT navigation! That is why all EDINNA members provide their students with the Riverspeak basics.

It would be a next big step to facilitate training for those IWT workers who, until now, didn't have the opportunity to learn the standard IWT communication phrases described in Riverspeak. I sincerely hope that we achieve this goal - together with all stakeholders in the EU IWT - at the same time as the

implementation of the EU directive 2397/2017!

For now I wish you all a great summer. Stay safe and healthy!

Arjen Mintjes, chairman of the EDINNA board



The General Assembly May 11 2021

On May 11th 2021 the EDINNA General Assembly was organized. It was of course an online event. But despite that, there was a lot of interest in the meeting; 50 participants were online! That was a great turnout and we are happy with so much involvement.

The meeting started at 09:00 with a digital walk-in, using a new tool called TOPIA. The official meeting began at 09:30. Chairman Mr. Arjen Mintjes welcomed everyone. He stressed that we are facing two challenges right now: the pandemic of course and the implementation of the new Directive. In regard to the latter a survey was held amongst the EDINNA members to find out how far the preparations are. Later on in the newsletter you can find out about the results of the survey.

During the meeting the regular agenda matters were dealt with of course. Because of the fact that the General Assembly was postponed twice and a physical meeting could not take place, the board elections were postponed as well. EDINNA is an association and members can object to that, but that was not the case. Board elections will be held when all members can physically meet

again. The next General Assembly will hopefully be a regular one. That is, one where we can actually meet again. A date is set for November 8 – 10 2021 in Varna, Bulgaria. Again, the Nikola Vaptsarov Naval Academy is willing to be our host for the event.

Treasurer, Mr. Harm Bergsma explained EDINNA's financial situation. That is looking very bright at this moment. Due to the pandemic a lot was saved on travel expenses.

In the past year, EDINNA was able to welcome three new members. Two new associated members and one regular member: Wärtsilä Voyage Americas, Schweizerische Rheinhäfen (as associated members) and the Kyiv Institute of Water Transport (as a regular member). They made a short video by means of introduction that was shown during the meeting.

Four speakers were invited to the online General Assembly. Mrs. Christelle Rousseau started off with a presentation from Brussels. Mrs. Rousseau talked about two important issues: the Green Deal with a focus on jobs and skills. Mr. Martin Quispel gave a presentation about the PLATINA III project. During the presentation Mr. Quispel explained what the project is all about; its goals, the different WP's and Mr. Quispel particularly zoomed in on WP3, Jobs and Skills. Mrs. Petra Nethövel prepared a comprehensive presentation about CESNI QP. During the presentation an overview was given, where various topics were discussed: draft model exams on OL and ML, 'voluntary' standards and apprentices on board amongst others. Last, but not least, Mr. Jan Smallegange from the STC Group in Rotterdam gave a presentation on the developments within the COMPETING project. Its objectives, deliverables and state of play.

Chairman Mr. Mintjes concluded the meeting at around 15:00. In his closing words Mr. Mintjes emphasized the difficulties educational institutes have encountered this past year and he expressed the hope that soon everything will return to normal.



Standards for basic training for deckmen

The European Committee for drawing up Standards in the field of Inland Navigation (CESNI) met online on 15 April 2021, in the presence of its Chair, Mr Dabrowski, and members of the Secretariat in Strasbourg. Thirteen Member States along with the European Commission, the river Commissions, eight approved organizations and the Ukraine (in its capacity as an Observer State) took part in the meeting.

During the meeting the standards for basic safety training for deckmen were adopted by the Committee. That means that CESNI has agreed that everyone in the EU who will work on board an inland vessel as part of the crew is at least provided with this basic safety training.

This is an important issue because several countries do not yet have national requirements for basic safety training for deckmen. CESNI has therefore worked on recommendations for the most common hazards on board conventional ships that the Committee believes should be addressed in training. The training is intended for deckmen who are new to inland navigation and who have not followed any vocational training.

In general, this is a three-day training course, in which the emphasis is on the following aspects:

- the use of rescue equipment against drowning;
- how to move safely on board so that one does not fall;
- communication with other crew members (using eight standard phrases for emergency situations in English);
- the application of the safety role and awareness of the risks of wires and cables;
- basic firefighting on board and the use of portable fire extinguishers;
- basic risks of noise on board;
- basic rules for handling dangerous substances / goods;
- basics of first aid for accidents.

EDINNA has agreed that all members will also adhere to this agreement and will therefore ensure that if their students are part of the crew they will also have at least followed these parts of the safety training. This doesn't apply to students who are trained on board of a training vessel.

See also for more information:

<https://www.cesni.eu/en/documents/standards-for-basic-safety-training-for-deckhands/>



Results of the EDINNA Survey

Social partners, training institutes and legislators at national and regional level are working hard and preparing on the quality implementation of the new legal framework introducing the competence based European approach from Directive (EU) 2017/2397. The new EU Directive 2397/2017 is in effect soon. The implementation date is set for January 2022.

During the EU IWT expert sessions, organized by the EU commission on the 25th of February 2021, it became very clear that there is a big difference in the degree to which the various countries are currently prepared for the final implementation date. This worries the EDINNA board and we therefore want to pay extra attention to this subject.

Goal of this survey is to investigate how many IWT training programs have been send to the national authorities for approval. Furthermore, we would like to know if your training institution and the exam commissions in your country are preparing or ready for the execution of the model examinations.

An overview of EDINNA's network:

34 regular members

14 associated members

19 different countries

These are:

- Austria
- Bulgaria
- Belgium
- Croatia
- Congo
- Czech Republic
- England
- France
- Germany
- Italy
- India

- Poland
- Romania
- Russian Federation
- The Netherlands
- Switzerland
- Serbia
- Slovakia
- Ukraine

18 institutions (regular members) responded to the survey. Those are:

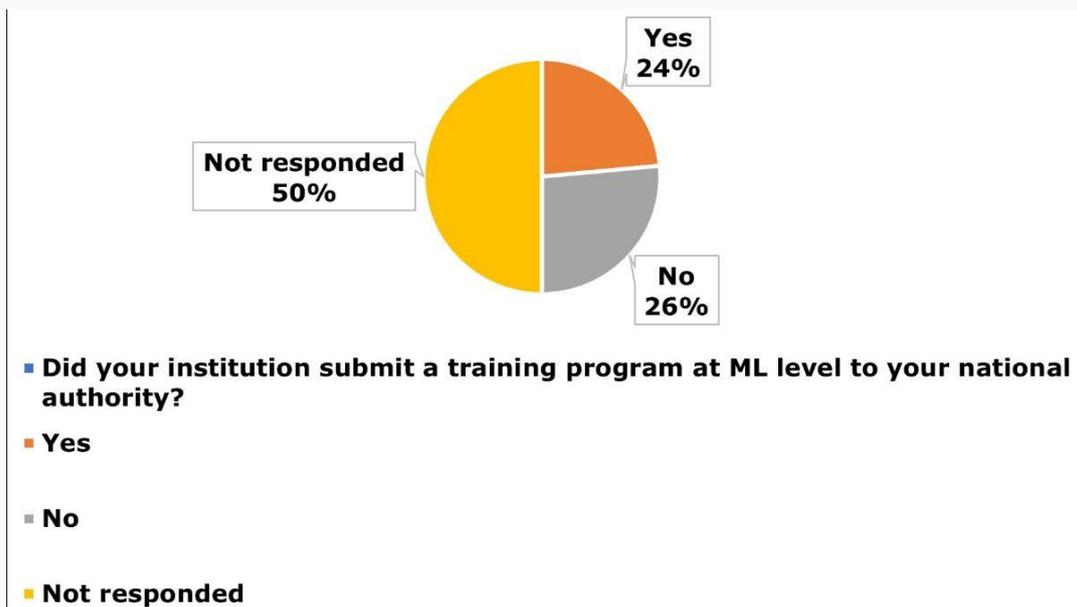
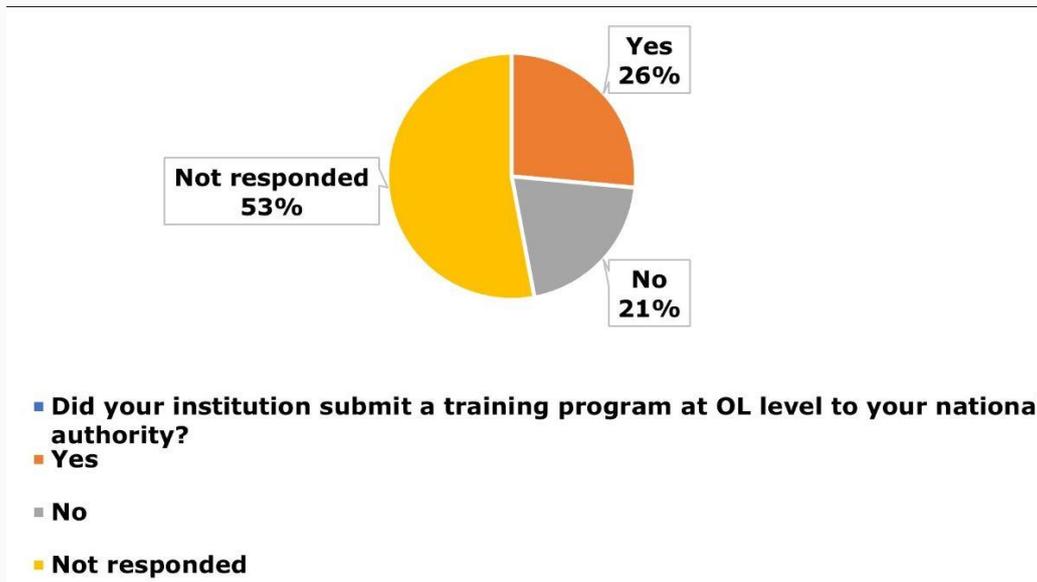
- Berufsschule für Maschinen-, Fertigungstechnik und Elektronik, Austria
- Syntra, midden-Vlaanderen, Belgium
- ERFMNI/CICOS, Congo
- High School of Ship Transport and Industrial Crafts, Děčín, Czech Republic
- Lycée Emile MATHIS, France
- Schiffer-Berufskolleg RHEIN, Germany
- Maritime Academy Harlingen, The Netherlands
- STC-Group Rotterdam, The Netherlands
- Scalda, The Netherlands
- Zespół Szkół Żeglugi Śródlądowej w Kędzierzynie-Koźlu, Poland
- Liceul Tehnologic Dierna, Romania
- University of Craiova, Romania
- CERONAV, Romania
- Volga State University of Water Transport, Russian Federation
- Admiral Makarov SUMIS, Russian Federation
- Skola za brodarstvo, brodogradnju I hidrogradnju, Serbia
- Kyiv Institute of Watertransport, Ukraine
- National Universiy "Odessa Maritime Academy", Ukraine

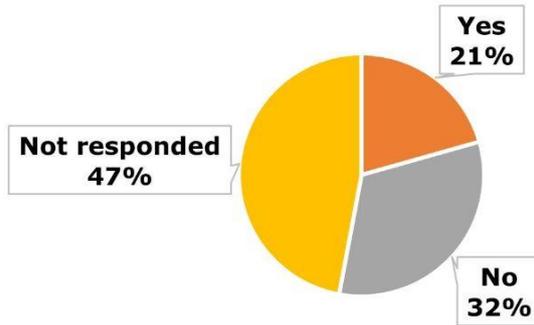
12 countries are represented in this survey:

- Austria
- Belgium
- Congo
- Czech Republic
- France

- Germany
- The Netherlands
- Poland
- Russian Federation
- Romania
- Serbia
- Ukraine

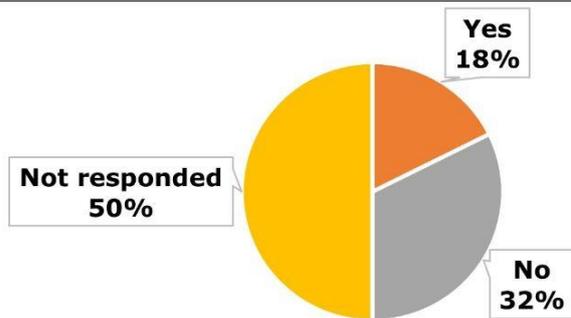
Questions and results:





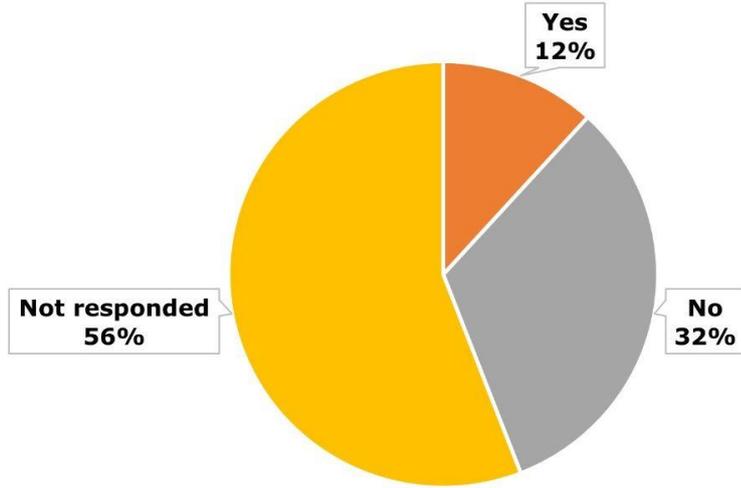
■ Has an exam been prepared for OL by the competent examining authority?

- Yes
- No
- Not responded

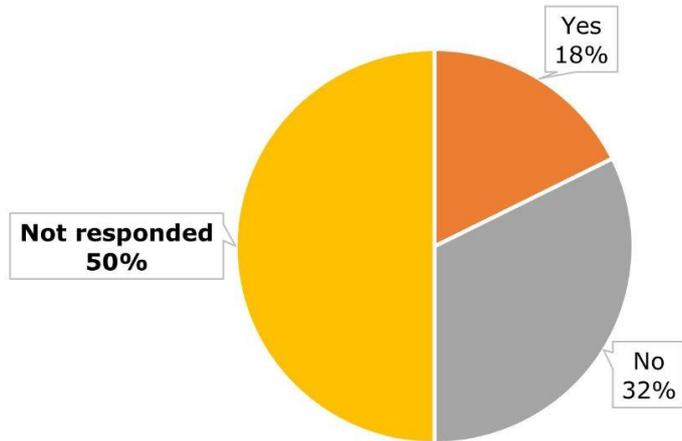


■ Has an exam been prepared for ML by the competent examining authority?

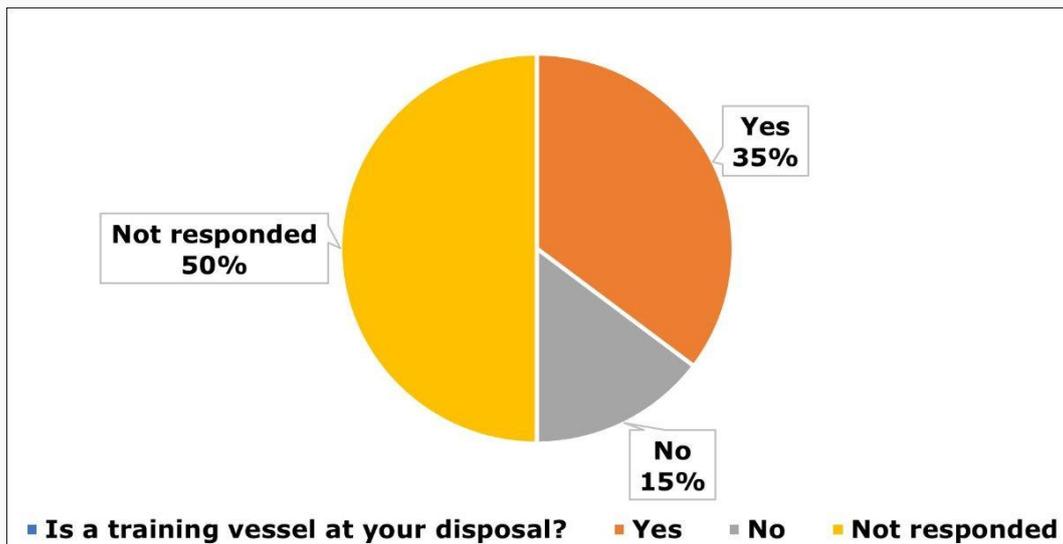
- Yes
- No
- Not responded



■ Has an exam been prepared for Radar? ■ Yes ■ No ■ Not responded



■ Is a simulator available in you institutions? ■ Yes ■ No ■ Not responded



Conclusion

The results of the survey are a bit worrying, because from the results so far it seems that not a lot of institutions submitted a training program on OL or ML yet to their national authority. That seems also the case for the preparations in regard to the exams on OL and ML. Some countries indicated that work is still in progress. And, there are also countries where the preparations are at an advanced stage and (almost) ready.

Also the response to the question if an exam for radar has been prepared and if institutions have a simulator available was disappointing. An important reason for institution not having a simulator at their disposal is a financial one; having a

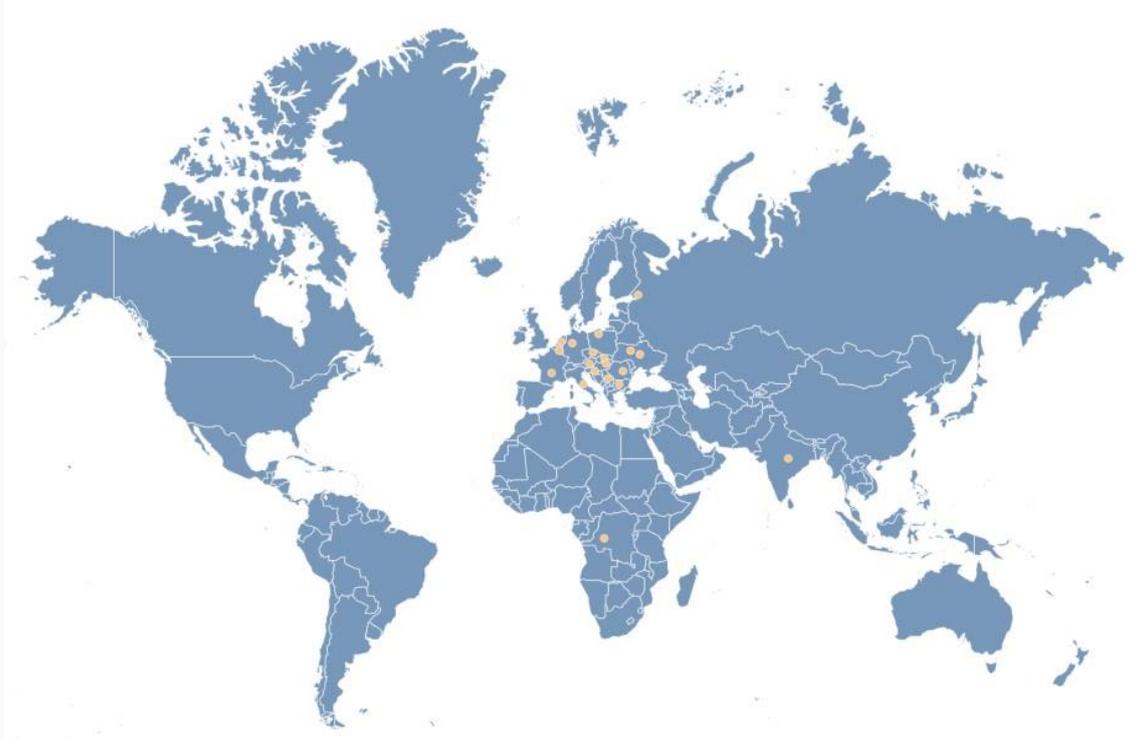
simulator for training purposes, is just too expensive. The importance of having a simulator in the educational programs was endorsed; education and training are a key element and with all the developments in the inland navigation sector (automation) it only becomes more important. A fund could be set up to help institutions to establish a simulator center.

More positive were the last two questions; most institutions have a training vessel and enough training experts to their disposal. What also can be concluded is that it is important that there is cooperation between the involved Ministries. In the Netherlands for example the Ministry of infrastructure and the Ministry of education are now working together. That's quite different in some other countries, where authorities are just not showing interest in the developments. Cooperation is a must, otherwise the process of implementation is slowing down or can't proceed at all.

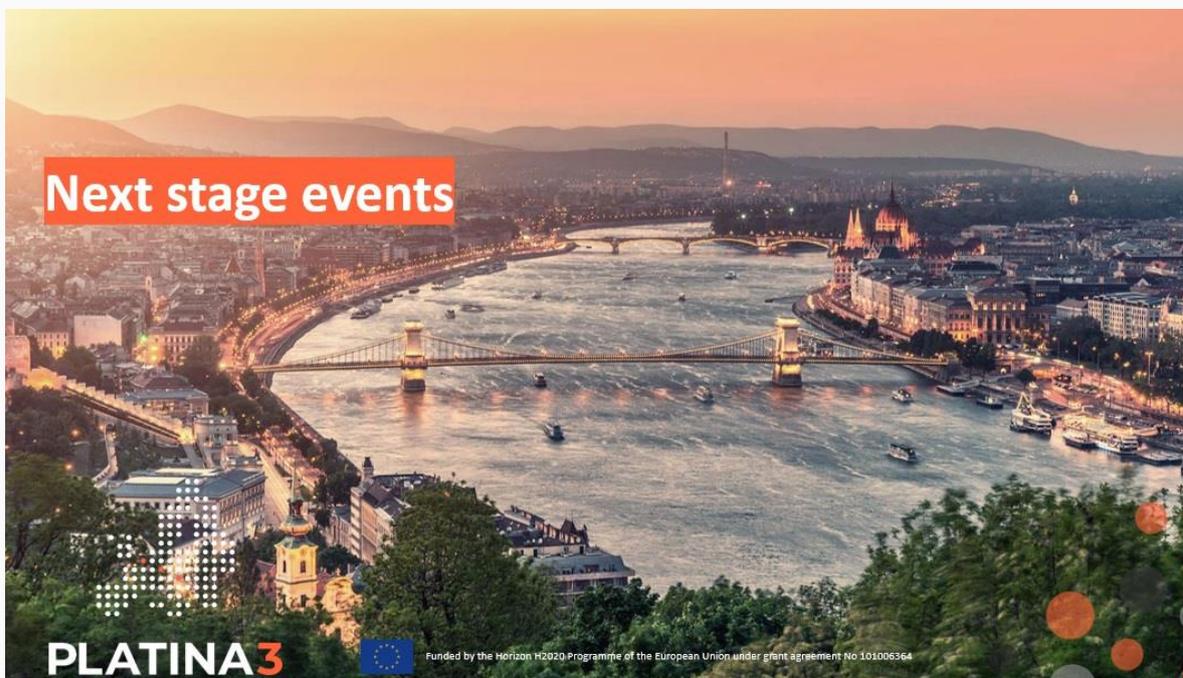
A first meeting of all the European exam commissions was held and a second one is necessary and will be organized in October of this year. CCV, the Dutch examination board, makes its database available and that is going to be very useful for the other exam commissions in Europe.

The importance of having the quality control system in place is also stressed. Not only to prevent diploma tourism, but also to create a level playing field. EDINNA should play a more prominent role in this. More funding should then become available to be able to deliver more professional support.

If there is no more progress in regard to the implementation of the Directive, chances are that countries will not be ready for the level playing field and that the goal won't be achieved before 2022. But the implementation cannot be postponed. You may have a situation that some countries are ready, other are not and that is an undesirable scenario.



Project news



2nd Stage event, 19&20 October – STRASBOURG:

- Breaking down economic/financial barriers for modal shift;
- Funding and financing for energy transition European IWT fleet;
- Regulatory pathway towards zero emission for the fleet.



23 - 24 of June 2021

- Working group on technical requirements.

28 of June 2021

- Temporary working groups on information technologies - RIS week.

Maritime fact

Did you know that.....

the Danish kings kept records of all ships passing through the Sound, paying tolls. The records date from about 1400 to 1857.

The data from the Danish Sound Toll Registers for the eighteenth century can be viewed online for everyone. They can be found in the Sound Toll Registers database online on the website www.soundtoll.nl

The Sound, the strait between the Baltic and the North Sea, was busy. The records of the toll collection have been kept from 1497. For each passage the name of the skipper was given, his place of residence, the port of departure, the composition of the cargo and from the 1660's also the destination of the ship.

The Sound Toll Registers - more than 700 thick, handwritten, leather-bound volumes - are kept by the State Archives in Copenhagen. Thanks to Sound Toll Registers online, the data is accessible to everyone and can be used for scientific or private research, among other things.

Half of the ships that sailed through the Sound came from the Netherlands. In the seventeenth century, Dutch ships dominated this route. In the course of the eighteenth century ships from Friesland took over that role. The toll books contain data on 1.8 million passages and are therefore an important source for the economic and maritime history of the Netherlands and the rest of Europe.

SOUNDTOLL REGISTERS ONLINE

WELCOME ABOUT THE PROJECT RESEARCH LINKS NEWS CONTACT VOLUNTEERS

NEWS

Symbolic completion
Geschreven op 29/08/2019
Het einde van de invoer is in zicht! Bijna 600.000 registraties...
[Lees meer](#)

Het Fluitschip - The Flute
Geschreven op 20/11/2018
Shape of Flute not determined by Sound toll
Mogens...
[Lees meer](#)

Prev 1 2 3 Next

More news...

SEARCH HERE IN THE SOUNDTOLL DATABASE

Vind ik leuk Tweet Share 10

Sound Toll Registers online (short: STR online) is the electronic database of the complete Sound Toll Registers (STR).

STR online is essentially an instrument of historical analysis. It is a reduction of an organic historical source. It is an interpretation of the STR and not a direct copy or a source edition. STR online is certainly a powerful instrument, but it has its limitations. The individual researcher must be aware of this when he or she makes use of it.

Closing symposium 'Ten years of Sonttol registers Online' January 31, 2020
[Click here for the program](#)