



**Interreg**



**Danube Transnational Programme**  
**Danube SKILLS**

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



**POLICY SUPPORT STRATEGY**

**FOR**

**NAUTICAL EDUCATION**

**CAPACITY BUILDING**



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**LIST OF ABBREVIATIONS**

AF	Application Form
ASPs	Associated Strategic Partners
AT	Austria
BMA	Executive Agency Maritime Administration
BG	Bulgaria
CCNR	Central Commission for the Navigation on the Rhine
CESNI	European Committee for drawing up Standards in Inland Navigation
CER	CERONAV – Romanian Maritime Training Centre
CRUP	Inland Navigation Development Centre Ltd.
DC	Danube Commission
DE	Germany
DMS	Document Manager Section
DS	Danube SKILLS
DST	Development Centre for Ship Technology and Transport Systems
DTP	Danube Transnational Programme
EU	European Union
FHOO	University of Applied Sciences Upper Austria Research & Development Ltd.
FPZ	Faculty of Transport and Traffic Sciences
HR	Croatia
HU	Hungary
IWT	Inland Water Transport
LP	Lead Partner
MA	Managing Authority
MD	Republic of Moldova
MSB	Maritime School Bratislava
ML	Management level
OL	Operational level
PP(s)	Project Partner(s)
RO	Romania
RoMT	Romanian Ministry of Transport
RS	Republic of Serbia
RSOE	National Association of Radio Distress-signalling and Infocommunications
SBBH	School of shipping, shipbuilding and hydrobuilding
UA	Ukraine
VIA	viadonau – Austrian Waterway Company
WP	Work Package
WPL	Work Package Leader

## 1. EXECUTIVE SUMMARY

The **Policy Support Strategy for Nautical Education** 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 of European Parliament and of the Council on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC**, in the coming years, taking into account their national obligation as Member States. The transposition of directives in the national law is an important stage of the implementation of the European law. Directives must be transposed into national policies in order to give effect to EU law.

The roadmap will act as a support document for Danube riparian countries and serves as a living document. Certain aspects may develop over time and change.

The main important elements of the roadmap are the explicit fundamental recommendations for set up of transnational management structures, processes and procedures and cooperation patterns enabling the multilevel, efficient and transparent governance of the nautical education and training of inland navigation personnel.

As in the **EU Directive 2017/2397**, the Policy Support Strategy for Nautical Education includes the main stages regarding the transposition and further implementation of the EU Directive provisions into the national legislation of Danube riparian countries.

## 2. INTRODUCTION

### 2.1 Proposal for a new EU Directive

The future development of inland waterway sector is hampered by difficulties in terms of labour mobility, persistent vacancies and skills mismatches. The potential benefits of inland navigation can only be brought about if a skilled workforce is available to ensure that the sector can take on its role in the logistics chain in a safe way.

The situation on the IWT labour market is shaped by two market forces: the demand of workers, determined by the transport volumes of both the passenger and the freight market, and the supply of workers, which is driven by career perspectives and new entrants to the sector. As regions are interconnected, workers tend to be mobile.

**In February 2016**, the European Commission launched **the proposal for a new Directive on the recognition of professional qualifications in inland navigation and repealing Council Directive 96/50/EC and Council Directive 91/672/EEC**.

**The objective of the initiative is to facilitate labour mobility in the IWT sector by ensuring that skilled workers' qualifications are recognised throughout the Union.**

The initiative therefore proposes to extend the scope of the recognition of professional qualifications beyond the level of Boatmasters to all crew involved in the operation of the vessel. This initiative proposes to base the recognition of the professional qualifications on the competences that are needed for the operation of vessels and to balance the recognition of qualifications with safeguards introducing standards as regards assessment of competence, approval of training programmes and monitoring and evaluation of certification and training.

The proposal has been prepared under the Commission's policy framework for promoting IWT, NAIADES II, entailing review of the framework on the harmonisation and modernisation of professional qualifications in the sector. As part of the new approach to governance in IWT, the Commission has strengthened its cooperation with various River

Commissions, in particular with the CCNR. This cooperation has led amongst others to the creation of a new body open to experts from all EU Member States, known by the French acronym **CESNI** whose task is to develop **technical standards for the inland waterway sector**. The development of minimum competence-based standards which the EU, the CCNR and other international bodies and third countries may use within their legal framework is an important step towards mutual recognition of qualifications for inland navigation across the EU.

## 2.2 Adoption of the new EU Directive

On **27 December 2017**, the **Directive (EU) 2017/2397 of the European Parliament and of the Council on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC**, was published in the Official Journal of European Union.

By providing the common standards across the Union necessary to achieve the internal market for workers in IWT, this new EU Directive streamlines the legal framework related to professional qualifications in the European IWT sector, which is currently fragmented. The EU Directive 2017/2397 will replace a complex set of regional requirements with multilateral and bilateral agreements by a simpler and, more importantly, EU-wide framework for certification and mutual recognition.

The Directive provisions minimises the administrative burden for those applicants who completed approved training programme by avoiding that they would have to take unnecessary additional administrative exams.

The **adopted EU Directive 2017/2397** repeals Directive 91/672/EEC and Directive 96/50/EC and provides for gradual phasing-in with transitional measures. This new Directive contains a significant number of more extensive legal obligations compared to the Directive 91/672/EEC and Directive 96/50/EC. Given this, and the fact that the new adopted EU Directive 2017/2397 includes provisions of a number of qualifications not yet covered in a mandatory way by the current legal framework i.e. deck crew members other than boatmasters, experts in the use of LNG as a fuel and passengers navigation experts, explanatory documents accompanying the notification of transposition measures will be needed so that measures which the Member States have introduced are clearly identifiable.

## 2.3 CESNI Standards

In order to provide minimum harmonised standards for the certification of qualifications, to facilitate the exchange of information between Member States and to facilitate the implementation, monitoring and evaluation of the EU Directive 2017/2397 by the Commission, **the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of the setting of standards of competence, standards for medical fitness, standards for practical examinations, standards for the approval of simulators and standards defining the characteristics and conditions of use for the database**, to be maintained by the Commission, that is to host a copy of key data related to Union certificate of qualification, service record book, logbook and recognised documents.

The harmonisation of legislation in the field of professional qualifications in inland navigation in Europe is facilitated by **close cooperation between the Union and the CCNR, and by the development of CESNI standards.**

The **CESNI**, which is open to experts from all Member States, draws up standards in the field of inland navigation, including standards for professional qualifications. European River Commissions, relevant international organizations, social partners and professional associations are fully involved in the design and drawing up of CESNI standards. Where the conditions laid down in this Directive are met, the Commission should refer to CESNI standards when adopting implementing acts in accordance with the EU Directive 2017/2397.

**CESNI was created at CCNR's plenary session in June 2015** and this body has created two other organizational structures respectively:

- **CESNI/QP-** working group on professional qualifications- created by CESNI Resolution 2015-I-2; and
- **CESNI/QP/Comp-** temporary working group on professional qualifications- created by CESNI Resolution CESNI 2016-II-4.

**The main mission of CESNI** is to adopt IWT technical standards in various fields, in particular as regards vessels, professional qualification, information technology and crew members certification.

The following categories of Standards will be part of the EU Directive 2017/2397, as delegated acts, 18 months from the adoption (July 2019):

- **Standards for competences;**
- Standards for simulators;
- Standards for practical examination;
- Standards for medical fitness.

***On 10 April 2018, all these standards have been submitted by CESNI/QP to CESNI for analysis and approval during the meeting in November 2018.***

**On 17 September 2018**, European Commission published the document COM (2018) 642 final- Proposal for a Council Decision on the position to be taken on behalf of the European Union in the European Committee FOR DRAWING UP Standards in the field of Inland Navigation and the Central Commission for the Navigation on the Rhine on the adoption of standards concerning professional qualifications in inland navigation.

This proposal concerns the decision establishing the position to be taken on the Union's behalf at the meeting of the European Committee for drawing up Standards in Inland Navigation (CESNI) OF 8 November 2018 and at the meeting of the plenary session of the Central Commission for the Navigation on the Rhine in connection with the envisaged adoption of the European standards for professional qualifications in inland navigation.

At its meeting of November 2018, the CESNI is to adopt standards regarding professional qualifications in inland navigation ("the envisaged act").

These first CESNI standards for professional qualifications in inland navigation include the following standards:

- Standards for competences;
- Standards for practical examinations;
- Standards for medical fitness;



- Standards for approval of simulators.

At its meeting of 10 April 2018, CESNI decided unanimously to schedule the adoption of the first CESNI standards for professional qualifications at the meeting on 8 November 2018. Before this meeting in November 2018, it is expected that only minor changes will be made to the draft standards, including the possible consolidation of documents and their references. The standards will be published by means of a dedicated Website (cesni.eu). All EU Member States have protected access to the above-mentioned standards.

The CESNI standards are to be incorporated into EU law in accordance with EU Directive 2017/2397 on the recognition of professional qualifications in inland navigation.

**Standards for competence** must be used during the elaboration/revision of the education and training programmes for inland navigation personnel in order to meet the requirements of the EU Directive 2017/2397 regarding the level of knowledge and abilities for deck crew members.

To support implementation of the EU Directive 2017/2397 into the national legislation of Member States, **DG MOVE will provide until November 2018 a specific procedure** at the level of European Council, to coordinate the Member States on issues that arise during the implementation of the EU Directive.

To support implementation of the **EU Directive 2017/2397** into the national legislation of Member States, at the request of European Commission, **CCNR, Danube Commission and the Sava River Basin Commission** will provide for their Member States, **specific Crew Regulations** for navigation on the Rhine, on the Danube and on the Sava River.

### **3. DANUBE SKILLS ACTIVITIES IN SUPPORTING THE IMPLEMENTATION OF EU DIRECTIVE 2017/2397**

Whereas the political European decision-making process ended and the EU Directive 2017/2397 was adopted and published in the Official Journal of the European Union, it became soon clear that the successful implementation of the newly adopted EU Directive will be, at the least, equally as challenging and ambitious for all Danube riparian countries as well.

A higher degree of territorial integration of the very heterogeneous Danube region requires the development and implementation of a strategic framework based on a common transnational vision.

#### **3.1 Public consultations of the relevant stakeholders**

After the **public consultations** organized in each Project partner country under the **Activity 3.1 a Preliminary report on current legislative framework, procedures and practices governing qualification in inland navigation in the project countries, based on feedback received during public consultations**, was developed. Each partner involved in this activity which is also involved in education and/or training and certification of inland navigation personnel in Danube region, analysed and assessed as accurately as possible the provisions of the Directive (proposal) and the future

perspective of the IWT education and training system, by comparison with the existing situation in each partner country and the necessary steps forward for the implementation of a harmonized standard for the recognition of professional qualifications in inland navigation in all Danube riparian countries.

The **main aim of the public consultations** was to disseminate the content of the new EU Directive (proposal) and to also identify the stakeholders and policy decision makers to be approached in view of the mandatory future implementation of this European legislative act into national legislation.

Following the analysis of the questionnaires (approx. 100) completed by the stakeholders and policy decision makers from all Danube riparian countries **the overall conclusion was that this new EU Directive is considered very important for future harmonization and modernization of the existing IWT education, training and certification system.**

### 3.2 Gap analysis and impact evaluations of nautical qualifications

Starting from this proposal for a new EU Directive, each project partner involved in **Activity 5.1**, has prepared a **Gap analysis and impact evaluations of the existing education, training and certification** system taking into consideration the future mandatory implementation of EU Directive provisions into the national legislation.

The **transnational gap analysis and impact evaluations for nautical qualifications** subsequently completed summarizes common and specific national problems obstructing the implementation of the EU Directive 2017/2397 on the recognition of professional qualifications in inland navigation, in all Danube riparian countries.

**The general conclusion** of the transnational gap analysis is that the implementation of the provisions of the EU Directive on the recognition of professional qualification in inland navigation in the specific national legislations of **Danube riparian countries** mainly requires **minor changes of the legislation** which can be achieved on short term duration and which shall basically consist in the following stages:

- reviewing/changing of the national legislation on minimum requirements for training of inland navigation personnel;
- reviewing and/or designing of the existing and or/new curricula of specific training courses and the approval of the mandatory training courses; and in parallel,
- reviewing/changing of the national legislation regarding the certification of professional qualifications of inland navigation personnel, and the approval of training programmes, as the case may be.

**Regarding the requirements of the new Directive having a major impact** requiring long term duration for their implementation, these include:

- **minimum requirements for deck crew members regarding the completion of approved education programmes**, which require a long term process for revision of the national legislation governing education; this problem is not however an obstacle for candidates for the position of a deck crew member because they have other options to reach this position according to the provisions of the Directive;

- **specific authorization for LNG Expert** – this is a major problem due to lack of inland vessels powered by LNG in all Danube riparian countries, which means that a specific simulator, whose procurement is a long term and expensive process, is required for practical training. Candidates for LNG experts can however attend this specific training course in any other country in Europe which has such types of inland vessels and/or simulation equipment;
- **use of simulators-** this is a problem in most of the Danube riparian countries because of the lack of this type of equipment used for training of inland navigation personnel, but there is an alternative solution for candidates to enlist for practical stage on board of real vessels in order to acquire the required competences.

According to the results of national gap analysis and impact evaluations carried out in 10 Danube riparian countries, seven of them (UA, RO, BG, RS, HU, HR and SK) can implement, step by step, the provisions of the Directive in a relatively short period of time after the transposition into the national legislation.

### 3.3 Development of transnational innovative learning tools

Under the activity 3.2 of the Danube SKILLS project **two transnational model courses on Safety practices for emergency situations during ship operations- Operational level and Human resource management and social responsibility on board- Management level** were developed. The model courses have been included innovative competency based syllabus built on the **CESNI Standards**, didactical methods and training course manual, evaluation methods.

These model courses are useful tools for education and training institutions from the Danube region for the development of education and/or training programmes during the Implementation of the EU Directive 2017/2397 into the existing education, training and certification system of inland navigation personnel.

Once tested and validated, the two model courses shall be made available to all education and training institutions in the Danube region and beyond (Western members in EDINNA, CCNR Member States, schools in UA and MD) to stand as a basis for further development of training programme curricula and didactical materials/teaching aids.

As regards the training methods and the transfer of knowledge and best practices of the two transnational model courses, two Train-the-trainer sessions will be organized which shall address capacity building at:

- **individual level:** equipping participants with knowledge and abilities enabling them to perform effectively;
- **organizational level:** elaboration of structures, processes and procedures ensuring adequate delivery of approved training programmes and examination of trainees by use of skilled trainers and required theoretical and practical training facilities, and
- **institutional level:** appropriate adoption of regulatory procedures enforced by the new EU legislation for the approval of training programmes addressed to inland navigation personnel.

**Organization of pilot actions** (Output 3.3 – Pilot tests of two model courses) on the two model courses, in 8 Danube riparian countries, intended to test the capacity of the

Danube countries to adopt these transnational learning tools and implementation method, offers to the education and training institutions the guidelines needed to align their organizational structures and current practices and procedures to the provisions of EU Directive 2017/2397.

#### **4. ROADMAP FOR THE TRANSPOSITION OF EU DIRECTIVE 2017/2397**

##### **4.1 Member States obligations for the transposition of European legislation**

Under **Article 288 of the Treaty on the Functioning of the European Union**, an EU directive is one of the legal acts that can be adopted by EU where it is mentioned that a directive shall be binding, as to the result to be achieved, upon each Member State to which it is addressed, but shall leave to the national authorities the choice of form and methods.

After the preparation and adoption of the EU Directive, there is the **process of the transposition of the Directive into the national legislation**. After the transposition, there is the process of the implementation and maintenance of the EU Directive.

The transposition process of EU Directive means to take all general and special measures that are needed to assure the effect of the European legislation on a Member State

One European Directive offers Member States the possibility to transpose the matter of the directive as good as efficient as possible in their own legislation. At the end of the transposition period, the content of the directive should be part of the national law.

The EU Directive 2017/2397(Directive) shall **enter into force on the 20<sup>th</sup> day following that of its publication in the Official Journal of the European Union** (Article 40). The Directive is addressed to the Member States (Article 41).

**Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 17 January 2022** (Article 39-Transposition). **They shall immediately inform the Commission thereof.**

Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive (Article 39, paragraph 1 and 5).

##### **4.2 Member States specific obligations under the EU Directive 2017/2397**

According to the provisions of the EU Directive 2017/2397, the specific obligations of the Member States are:

- for ensuring safety of navigation, **Member States should identify inland waterways with a maritime character** in accordance with harmonised criteria;
- with a view to contributing to the mobility of persons involved in the operation of craft across the Union, and considering that all certificates of qualification, service record books and logbooks issued in accordance with this Directive should comply with required minimum standards in accordance with harmonised criteria, **Member States should recognise the professional qualifications certified in accordance with this Directive**. Consequently the holders of such qualifications should be able to exercise their profession on all Union inland waterways;
- **Member States shall issue certificates of qualification** only to persons who have the minimum levels of competence, the minimum age, the medical fitness and the navigation time required for obtaining a specific qualification;

- to safeguard the mutual recognition of qualifications, certificates of qualification should be based on the competences necessary for the operation of the craft. **Member States shall ensure that persons receiving certificates of qualifications have the corresponding minimum level of competence, verified following an appropriate assessment.** Such assessment could take the form of an administrative examination, or could form part of approved training programmes carried out in accordance with common standards in order to ensure a comparable minimum level of competence in all Member States for various qualifications;
  - **approval of training programmes is necessary** to verify that the programmes comply with common minimum requirements regarding content and organization;
  - the navigation time should be verified by means of validated entries in service record books. To allow for such verification, **Member States should regard the time used for such activities as navigation time and record it accordingly.**

#### 4.3 Designation of the competent authority

In order to contribute to the efficient administration of certificates of qualifications, the **Directive requires to Member States to designate the competent authorities that are to implement this Directive and should set up registers for recording data on certificate of qualification, service record book and logbooks.**

**According to the Article 26, paragraph 1,** of the Directive, Member States shall designate, where applicable, which competent authorities are to:

- organise and supervise the examination referred to in Article 18;
- approve the training programmes referred to in Article 19;
- approve simulators referred to in Article 21;
- issue, renew, suspend or withdraw the certificates and issue the specific authorisations referred to in Articles 4, 5, 6, 11, 12, 13, 14 and 38 as well as the service record books and the logbooks referred to in Article 22;
- validate the navigation time in service record books referred to in Article 22;
- determine the medical practitioners who may issue medical certificates pursuant to Article 23;
- keep the registers referred to in Article 25;
- detect and combat fraud and other unlawful practices referred to in Article 29.

**Member States shall notify the Commission of all competent authorities** within their territory that they have designated in accordance with paragraph 1. The Commission shall have this information publicly available.

#### 4.4 Elements of the transposition of the EU Directive into the national legislation

Taking into consideration the transposition obligation of the Member States stipulated in the Article 288 of the Treaty on the Functioning of the European Union and also the Member States obligations stipulated in the EU Directive 2017/2397, the procedure for the transposition of this EU Directive must start in each partner country as soon as possible based on the national legislation/procedure regarding the transposition of the EU legislation.



The main elements for the transposition are, but are not limited, to:

- I. **Transposition duty**
- II. **Reference to the EU Directive**
- III. **Identification of national relevant policies of each country Government**
- IV. **Identification the designated national competent Authority/authorities which will be responsible for the transposition and for the execution of the EU Directive**
- V. **Cooperation between project partners and the designated competent authority and the relevant stakeholders**
- VI. **Legal text of the newly adopted legislative act/acts.**

#### 4.4.1 Transposition duty

The directive is one of the legal instruments available to the European institutions for implementing European Union policies. It is a flexible instrument mainly used as a means to harmonise national laws. It requires EU countries to achieve a certain result but leaves them free to choose how to do so.

The directive forms part of the EU's secondary law. It is therefore adopted by the EU institutions in accordance with the founding Treaties. Once adopted at EU level, it is then transposed by EU countries into their internal law for application.

**Article 288 of the Treaty on the Functioning of the EU** states that a directive is binding on the countries to whom it is addressed (one, several or all of them) as to the result to be achieved, while leaving national authorities competence as to form and means.

However, a directive is distinct from a regulation or a decision:

- unlike a regulation, which is immediately applicable in EU countries' internal law immediately after its entry into force, a directive is not directly applicable in EU countries. It must first be transposed into national law before governments, businesses and individuals can have recourse to it;
- unlike a decision, the directive is a text with general application to all EU countries.

The directive is adopted following a legislative procedure. It is a legislative act adopted by the Council and Parliament under the ordinary or special legislative procedures.

For a directive to take effect at national level, EU countries must adopt a law to transpose it. This national measure must achieve the objectives set by the directive. National authorities must communicate these measures to the European Commission.

EU countries have room for manoeuvre in this transposition process. This allows them to take into account specific national characteristics. Transposition must take place by the deadline set when the directive is adopted.

When a country does not transpose a directive, the Commission may initiate infringement proceedings and bring proceedings against the country before the Court of Justice of the EU (the non-enforcement of the judgment on this occasion can lead a new conviction which may result in fines).

Protection of individuals in the event of incorrect transposition of directives

In principle, the directive only takes effect once transposed. However, the Court of Justice of the EU considers that a directive that is not transposed can produce certain effects directly when:

- the transposition into national law has not taken place or has been done incorrectly;
- the provisions of the directive are unconditional and sufficiently clear and precise; and
- the provisions of the directive give rights to individuals.

#### 4.4.2 Reference to the EU Directive

In the transposition process it is important to take into consideration the main aim and objectives of the directive, because the national provisions have to have a reference to the executed directive.

In this case **the aims of the EU Directive 2017/2397 are to:**

- facilitate labour mobility in the IWT sector by ensuring that skilled workers' qualifications are recognized throughout the Union;
- extend the recognition of professional qualifications beyond the level of Boatmasters to all crew involved in the operation of the vessel;
- base the recognition of the professional qualifications on the competences that are needed for the operation of vessels; and
- balance the recognition of qualifications with safeguards introducing standards as regards assessment of competence, approval of training programmes and monitoring and evaluation of certification and training;

#### 4.4.3 Identification of national relevant policies of each country Government

Before starting the transposition, it is important to identify **the relevant policies of each country Government**, and how these will be brought into harmony so that transposition does not go beyond the minimum requirements of the measures being transposed, avoids creating unintended consequences in each country and does not create unnecessary risk for infraction.

As regards the **Identification of the relevant national legislative acts which govern the education, training and certification of inland navigation personnel and which have to be adapted accordingly**, this action was already done under Activity 5.1 and the situation is presented in the table below.

Country	Existing law/regulation/rule	Date of issue	Transposition of EU Directive	Amendment
Germany	Verordnung über Befähigungszeugnisse in der Binnenschifffahrt (Binnenschifferpatentverordnung - BinSchPatentV)	15.12.1997	Council Directive 96/50/EC of 23 July 1996 on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community	Bundesgesetzblatt Teil I 22.12.1997 p. 3066
	Richtlinie 91/672/EWG des Rates vom 16. Dezember 1991 über die gegenseitige Anerkennung der einzelstaatlichen Schifferpatente für den Binnenschiffsgüter- und -personenverkehr	16.12.1991	Council Directive 91/672/EEC on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway	Amtsblatt Nr. L 373 31.12.1991 p. 0029 - 0032
	Verordnung über das Schiffspersonal auf dem Rhein (Schiffspersonalverordnung-Rhein - RheinSchPersV)	16.12.2011	Central Commission for the Navigation of the Rhine Summary Regulations for Rhine Navigation Personnel (RPN)	BGBl. II p.1300 and Appendix, 16.12.2011
	Verordnung über die Berufsausbildung zum Binnenschiffer/zur Binnenschifferin	20.01.2005		BGBl. I p. 121, 925
Austria	Federal Law on Inland Waterway Transport, <b>Federal Law Gazette I no. 62/1997</b>	30.06.1997	<ol style="list-style-type: none"> <li>1. <b>Council Directive 87/540/EEC</b> on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation</li> <li>2. <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway</li> <li>3. <b>Directive 94/25/EC of the European Parliament and of the Council</b> on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft</li> <li>4. <b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by</li> </ol>	<p>Federal Law Gazette I no. 9/1998</p> <p>Federal Law Gazette I no. 32/2002</p> <p>Federal Law Gazette I no. 65/2002</p> <p>Federal Law Gazette I no. 102/2003</p> <p>Federal Law Gazette I no. 151/2004</p> <p>Federal Law Gazette I no. 41/2005</p> <p>Federal Law Gazette I no. 123/2005</p> <p>Federal Law Gazette I no.</p>



Policy support strategy for nautical education

			<p>inland waterway in the Community</p> <p><b>5. Directive 2005/44/EC of the European Parliament and of the Council</b> on harmonised river information services (RIS) on inland waterways in the Community</p> <p><b>6. Directive 2006/87/EC of the European Parliament and of the Council</b> laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC</p> <p><b>7. Directive 2009/100/EC of the European Parliament and of the Council</b> on reciprocal recognition of navigability licenses for inland waterway vessels</p>	<p>2/2008 Federal Law Gazette I no. 78/2008 Federal Law Gazette I no. 17/2009 Federal Law Gazette I no. 11/2010 Federal Law Gazette I no. 40/2012 Federal Law Gazette I no. 50/2012 Federal Law Gazette I no. 96/2013 Federal Law Gazette I no. 180/2013 Federal Law Gazette I no. 55/2015 Federal Law Gazette I no. 61/2015</p>
	Ministry of Economy's decree on vocational training in the apprenticeship trade of inland waterways and shipping, <b>Federal Law Gazette II no. 183/2000</b>	30.06.2000	-	Federal Law Gazette II no. 177/2005
	Ministry for Transport's decree on the minimum occupancy of vessels, <b>Federal Law Gazette II no. 518/2004</b>	27.12.2004	-	Federal Law Gazette II no. 199/2009 Federal Law Gazette II no. 420/2010 Federal Law Gazette II no. 58/2016
	Ministry for Transport's decree on boatmasters on inland waterways, <b>Federal Law Gazette II no. 298/2013</b>	10.10.2013	-	Federal Law Gazette II no. 160/2014
<b>Slovakia</b>	<b>Act No. 338/2000</b> on inland navigation	2000	<b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national Boatmasters' certificates	

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			for the carriage of goods and passengers by inland waterway in the Community, and <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway.	
	<b>Decree of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic No 12/2005 Coll.</b> , establishing details on qualification requirements, on verification of professional competence of the vessel crew member and the skipper of small vessel and models of professional competence certificate of the vessel crew members as amended by later regulations	21.01.2005	<b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway <b>Council Directive 2006/103/EC</b> adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania	
<b>Hungary</b>	15/2001. (IV.27.) KöViM <b>Regulation on nautical certificates</b>	27.04.2001	<b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway <b>Directive 2008/106/EC</b> <b>Directive 2001/25/EC</b> <b>Directive 1999/63/EC</b>	66/2016 NFM Regulation (29.12.2016)
<b>Croatia</b>	<b>Law on inland navigation and inland navigation ports</b> – National Gazette 109/07	30.12.2014.		National Gazette, 132/07, 51/13, 152/14
	<b>Ordinance on the crew of the inland waterway vessels</b> , National Gazette, 105/16	16.11.2016.	<b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national Boatmasters' certificates for the	

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			carriage of goods and passengers by inland waterway	
<b>Serbia</b>	Ministry of Construction, Transport and Infrastructure of RS - <b>Law on navigation and ports of inland waters</b>	17.12.2017.		"Official Gazette of the Republic of Serbia", no. 73/12th October 2010, no. 121/24th December 2012, no. 18/13th of February 2015, no. 96/26th November 2015 – state law, no. 92/14th November 2016, no. 104/23rd December 2016 – state law, no. 113/17th December 2017 – state law
	Ministry of Construction, Transport and Infrastructure of RS - <b>Rulebook on the professions, the conditions for acquiring the title and authorization of the crew members of Merchant Navy ships</b>	18.01.2017		"Official Gazette of the Republic of Serbia", no. 64/4th July 2012, no. 99/2nd December 2015, no. 3/18th January 2017
	Ministry of Construction, Transport and Infrastructure of RS - <b>Rulebook on the program and method of passing the professional exam for the title of the crew members of Merchant Navy ships</b>	20.03.2015		"Official Gazette of the Republic of Serbia", no. 59/5th July 2013, no. 28/20th March 2015
	Ministry of Education, Science and Technological Development of RS - <b>Regulation on amendments to the Rulebook on curriculum for acquiring three-year and four-year education in a vocational school for the work field of traffic.</b>	28.06.2013		"Official Gazette of the Republic of Serbia", no. 10/28th June 2013
<b>Bulgaria</b>	<b>Ordinance No.6 On Seafarers' Competence in the Republic of Bulgaria</b> of the Minister of Transport, Information Technology and	05.04.2012	Council Directive 96/50/EC on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community, and Council Directive	Ordinance No.6 On Seafarers' Competence in the Republic of Bulgaria of the Minister of Transport, Information

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	Communications		91/672/EEC on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway	Technology and Communications last amended and supplemented. SG. 10 of 27 January 2017
	<b>REGULATION No.H-11 on the Requirements for Medical Fitness of Seafarers in the Republic of Bulgaria</b> of the Minister of Transport, Information Technology and Communications and the Minister of Health	30.04.2014		
	<b>Ordinance No.21 on the Acquisition of Qualification for Occupation "Boatmaster"</b> of the Ministry of Education and Science	12.12.2006		
<b>Romania</b>	<b>Minister of Transport Order no. 318 of 2006 on approval of standards of training, competency confirmation and issuing of certificates of competency for inland navigation</b>	03.03.2006	<b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community, and <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway	<b>Minister of Transport Order no. 509</b> of June 2007 <b>Minister of Transport Order no .921</b> of September 2007
	<b>Minister of Transport Order no. 1354/2007 regarding the establishment of the minimum criteria that education and training providers have to fulfil in order to organize and carry out approved education and training programmes in order to obtain and maintain the validity of the certificates of competences of the sailing personnel.</b>	19.12.2007	-	-
<b>Ukraine</b>	<b>Law of Ukraine no. 464/96-BP for the transposition of International Convention on Standards of Training, Certification and Watchkeeping for</b>	01.11.1996		

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	<b>Seafarers.</b>			
	<b>Resolution of the Cabinet of the Ministers of Ukraine no. 83 for establishment of Inspectorate for Training and Certification of Seafarers.</b>	31.01.2001		
	<b>Order no. 490 of Ministry of Infrastructure - Regulations on the procedure for issuing a certificate of the Boatmaster/Skippers for merchant vessel fir navigation in IWT.</b>	07.10.2014	<b>Council Directive 96/50/EC</b> on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community, and <b>Council Directive 91/672/EEC</b> on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway.	
<b>Republic of Moldova</b>	<b>Law no.599-XIV for approving Maritime Navigation Code of Republic of Moldova.</b>	30.09.1999		
	<b>Order no.22 of the Ministry of Labor regarding the approval of Classification of occupation in the Republic of Moldova (CORM 006-14)</b>	03.03.2014		
	<b>Order of the Ministry of Education no.28 on approval of the technical vocational training for related trades.</b>	17.02.2017		

Based on the information included in the above table it should be identified only those national legislative acts that will be changed completely following the transposition of Directive and also national legislative acts that will be only revised accordingly.

The status is presented in the table below:

Country	Existing legislative act	Completely changed	Partially revised	Comments
<b>Germany</b>	Council Directive 96/50/EC of 23 July 1996 on the harmonization of the conditions for obtaining national Boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community			<i>National changes and revisions of the existing legislative acts will become clear during the implementation period. The definite implementation strategy is currently being planned.</i>
	Council Directive 91/672/EEC on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway			
	Central Commission for the Navigation of the Rhine Summary Regulations for Rhine Navigation Personnel (RPN)			
	Ordinance on vocational training for inland navigation operators			
<b>Austria</b>	Federal Law on Inland Waterway Transport, BGBl. I no. 62/1997		X	Assessment of national changes and revisions to be supervised by Ministry for Transport during the implementation period
	Ministry for Transport's decree on the minimum occupancy of vessels, BGBl. II no. 518/2004		X	Assessment of national changes and revisions to be made by Ministry for Transport during the implementation period
	Ministry for Transport's decree on boatmasters on inland waterways, BGBl. II no. 298/2013	X		Assessment of national changes and revisions to be made by Ministry for Transport during the implementation period
	Ministry of Economy's decree on vocational training in the teaching profession of inland navigation, BGBl. II no. 183/2000		X	Assessment of national changes and revisions to be made by Ministry for Digital and Economic Affairs during the implementation period
<b>Slovakia</b>	Act No. 338/2000 on inland navigation/2000	X		
	Decree of the Ministry of Transport, Posts and Telecommunications of the Slovak Republic No 12/2005 Coll., establishing details on qualification requirements, on verification of professional competence of the vessel crew member and the skipper of small vessel and models of professional competence certificate of the vessel crew members	X		

	as amended by later regulations			
<b>Hungary</b>	15/2001. (IV.27.) KöViM Regulation on nautical certificates	X		
<b>Croatia</b>	<b>Ordinance on the crew of the inland waterway vessels,</b> National Gazette, 105/16	X		
<b>Serbia</b>	<b>Ministry of Construction, Transport and Infrastructure of RS</b> - Rulebook on the professions, the conditions for acquiring the title and authorization of the crew members of Merchant Navy ships		X	
	<b>Ministry of Construction, Transport and Infrastructure of RS</b> - Rulebook on the program and method of passing the professional exam for the title of the crew members of Merchant Navy ships	X		
	<b>Ministry of Education, Science and Technological Development of RS</b> - Regulation on amendments to the Rulebook on curriculum for acquiring three-year and four-year education in a vocational school for the work field of traffic	X		<i>Completely changed – only the part of existing legislative act which refers to water transport</i>
<b>Bulgaria</b>	<b>Ordinance No.6/2012</b> on Seafarers' Competence in the Republic of Bulgaria of the Minister of Transport, Information Technology and Communications		X	
	<b>REGULATION No.H-11/2014</b> on the Requirements for Medical Fitness of Seafarers in the Republic of Bulgaria of the Minister of Transport, Information Technology and Communications and the Minister of Health			<i>Necessity of national changes and revisions of the existing legislative act to be assessed by both Ministry of Transport, Information Technology and Communications and Ministry of Health during the implementation period</i>
	<b>Ordinance No.21</b> on the Acquisition of Qualification for Occupation "Boatmaster" of the Ministry of Education and Science			<i>Necessity of national changes and revisions of the existing legislative act to be assessed by Ministry of Education and Science during the implementation period</i>
<b>Romania</b>	<b>Minister of Transport Order no. 318 of 2006</b> on approval of standards of training, competency confirmation and issuing of certificates of competency for inland navigation	X		
	<b>Minister of Transport Order no. 1354/2007</b> regarding the establishment of the minimum criteria that education and training providers have to fulfil in order to organize and carry out approved education and training		X	



	programmes in order to obtain and maintain the validity of the certificates of competences of the sailing personnel			
	<b>Orders of the Minister of Education</b> regarding education plans, curricula and certification of professional competences for specific education programmes	X		

#### **4.4.4 Identification the designated national competent authority/authorities which will be responsible for the transposition and for the execution of the EU Directive**

In considering how best to transpose an EU Directive in a manner which avoids going beyond the minimum requirements, this element is focused on the **Identification of the designated national Authority/authorities which will be responsible for the transposition of the EU Directive provisions into the national legislation**

According to the **Article 26, paragraph 1, of the EU Directive 2017/2397**, in each partner country will be designated the competent authority/authorities which will be responsible for the transposition and also for the implementation of the EU Directive.

It is important to find out this information and to check if these authorities were already identified and included in the relevant stakeholders list of each partner country.

The information on relevant authorities from each partner countries was already collected by the responsible partners and is included in the table below, where are included also the main responsibilities of these authorities for:

- approved Education programmes;
- approved Training programmes;
- approved simulators;
- organize and supervise the examination;
- issue, renew, suspend or withdraw the certificates and issue the specific authorizations as well as the service record books and the logbooks;
- validate the navigation time in service record books;
- determine the medical practitioners who may issue medical certificates;
- keep the registers of the Union certificate of qualifications.

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Country	Name of the Authority	Area of responsibility								Included in the Danube SKILLS stakeholders list	
		Approved Education programmes	Approved Training programmes	Approved simulators	Organize and supervise the examination	Issue, renew, suspend or withdraw the certificates and issue the specific authorizations as well as the service record books and the logbooks	Validate the navigation time in service record books	Determine the medical practitioners who may issue medical certificates	Keep the registers of the Union certificate of qualifications	Yes	No
<b>Germany</b>	Ministry of Transport and digital Infrastructure (BMVi)	x	x	x	x	x	x		x	x	
	Ministry of Economics and Technology (BMWi)	x	x	x	x						x
	Federal Institute for Vocational Education and Training (BIBB)	x	x	x	x						x
	Municipal Administration							x			x
<b>Austria</b>	Ministry of Transport, Innovation and Technology	x (approval)	x (approval)	x (not available in Austria)	x(managerial level)	x	x	x	x	x	

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	Ministry of Education, Science, Research	x			x (operational level)						x
	Ministry for Digital and Economic Affairs		x (in-company curriculum as part of the training regulation)		x (operational level)						x
<b>Slovakia</b>	Ministry of Education, Science, Research and Sport of the Slovak Republic in the cooperation with the Accreditation Commission	x								x	
	Transport Authority		x		x	x	x			x	
<b>Hungary</b>	Ministry of Innovation and Technology	x	x	x	x	x	x	x	x	x	
	Ministry of Human Capacities	x									x
<b>Croatia</b>	Ministry of Sea, Transport and Infrastructure	x	x	x	x	x	x	x	x	x	
<b>Serbia</b>	Ministry of Construction,	x	x	x	x	x	x	x	x	x	

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	Transport and Infrastructure										
	Ministry of Education	x			x					x	
<b>Bulgaria</b>	Ministry of Transport, Information Technology and Communications		x	x	x	x	x	x	x	x	
	Ministry of Health							x		x	
	Ministry of Education and Science	x								x	
<b>Romania</b>	Ministry of Transport (Romanian Naval Authority)		x	x	x	x	x	x	x	x	
	Ministry of Education	x								x	

#### **4.4.5 Cooperation between project partners and the designated competent authority and the relevant stakeholders**

Most of the designated competent authorities from the project partner countries have already been included in the list of relevant stakeholders- Activity 2.2.

The identified **relevant stakeholders and policy decision makers were invited to participate to the national workshops for public consultation** regarding the proposal for a new Directive of the European Parliament and of the Council on the recognition of professional qualifications in inland navigation and repealing Council Directive 96/50/EC and Council Directive 91/672/EEC), which were organized under Activity 3.1 in (March-May 2017).

After completion of the public consultations with relevant stakeholders and policy decision makers from each Danube riparian country, these **stakeholders were informed many times on the status of the adoption of the new EU Directive** as well as **on the stage of development of CESNI Standards**, through various communication ways: round table discussions, news, e-mails, face book, twitter etc.

A most important stage on the transposition process is to keep the permanent contact and to cooperate with the designated national authority/authorities and to support their activity by providing the relevant documents elaborated in the project (Public consultation through questionnaires, Gap analysis and impact evaluations of nautical education and training) and if it is possible to be involved in the working group for the preparation of the transposition table of the specific national legislative act/acts.

The table below shows the collaboration actions between project partners and designated national authorities.

No.	Project partner	Designated national authority/authorities	Cooperation actions	Remarks
1.	BMA/BG	1.Ministry of Transport, Information Technology and Communications 2.Ministry of Health 3.Ministry of Education and Science	One workshop, between BMA delegates and representative of the Ministry of Education and Science, was organized and took place in Sofia in November 2017. 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. Drawing up national standards for competence and their approval after that does not impose changing of the national legislative act (Ordinance No 6). E+T institutions are responsible for preparation of curricula for new education and training programmes on basis of the national standards for competence and if they comply with the approved by BMA national standards of competence they will be able to qualify persons for inland waterways in EU.	
2.	DST/DE	1.Ministry of Transport and Digital Infrastructure (BMVi) 2.Ministry of Economics and Technology (BMWt) 3.Federal Institute for Vocational Education and Training (BIBB) 4.Municipal Administration	DST found out the legal representative contact details from the Ministry of Transport and Digital Infrastructure.	
3.	VIA/AT	1.Ministry of Transport, Innovation and Technology 2.Ministry of Education, Science, and Research 3.Ministry for Digital and Economic Affairs	<b>Ongoing consultations and meetings with national stakeholders</b> such as public authorities (Federal Ministry, Chambers, Trade Unions) as well as education and training institutions (vocational school, training companies); <b>Promotion of the EU Directive 2017/2397</b> , support of the timely adaption of the training regulation and regional curriculum (Wiener Landeslehrplan) on the apprenticeship in the area of inland waterways and shipping, in particular provision of an interface between the federal level and the educational/training level. 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	

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			Standards for competence in Austrian education system.	
4.	RSOE/HU	1. Ministry of Innovation and Technology 2. Ministry of Human Capacities	One meeting with the responsible Ministry of Innovation and Technology and Shipping Authority and the partner representatives was organized in April 2018.	
5.	SBBH/RS	1. Ministry of Construction, Transport and Infrastructure 2. Ministry of Education	One meeting with Serbian stakeholders (shipping companies) and with representative from Ministry of Construction, Transport and Infrastructure, the person who responsible for CESNI standards, and with representative from Government Institute for improvement of education, the person who responsible for curriculums of vocational schools, was organized in August 2017.	
6.	CER/RO	1. Ministry of Transport 2. Romanian Naval Authority 3. Ministry of Education	Ministry of Transport delegated the responsibility for the transposition of EU Directive 2017/2397 to the RNA-Romanian Naval Authority and CER will cooperate with this authority for elaboration of new national legal act. CER started the action of elaboration/revision of training programmes according to the EU Directive 2017/2397 provisions and CESNI Standards in cooperation with the RNA representatives. CER will put into operation Full mission bridge Simulator for inland navigation in September 2018 and will elaborate the specific training programmes for training on this simulator.	
7.	FPZ/HR	1. Ministry of Sea, Transport and Infrastructure 2. National Agency for Science	FPZ/HR 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 obliged.	



#### **4.4.6 Legal text of the newly adopted legislative act/acts**

After the end of the transposition procedures a final text of the newly legislative act/acts will be provided, approved and will be published.

After the approval and publication of the newly legislative acts, each Member State has the obligation to inform European Commission about it.

## **5. ROADMAP FOR THE IMPLEMENTATION OF EU DIRECTIVE PROVISIONS**

### **5.1 Generalities**

After the transposition of the EU Directive into the national legislation of each project partner country, the next important stage is the **implementation of the legislative provisions into the existing education, training and certification system of inland navigation personnel.**

The implementation of newly legislative provisions includes many activities for reforming the existing system according to the new mandatory requirements.

The roadmap for this stage must be addressed in the light of the obligations which the competent authorities designated by the Member States must fulfil and which are laid down in the EU Directive.

This chapter will analyse the main obligations of the national authorities and will establish indicative stages/steps for the implementation of these specific provisions, namely:

- I. Organize and supervise the examination**
- II. Approve the training programmes**
- III. Approve simulators**
- IV. Issue, renew, suspend or withdraw the certificates and issue the specific authorizations as well as the service record books and the logbooks and validate the navigation time in service record books**

### **5.2 Organize and supervise the examination referred to in Article 18**

#### **Needed steps:**

- designation of the responsible body for organization and supervision of the examination of inland navigation personnel by the designated competent authority;
- reviewing or developing a new Methodology for the examination of inland navigation personnel and approving it by the competent authority;
- establishing all the necessary procedures for organization and deploying the exams and approving them by the competent authority;
- establishing examination topics for each function on board of the vessel;

- providing the necessary facilities for the examination to be carried out in accordance with the provisions
- select the competent examiners suitably qualified to assess competences of inland navigation personnel and establish a data base with competent examiners approved by the competent authority;
- preparing required documents such as: Union certificate of qualification, practical examination, specific authorizations and for

### **5.3 Approve the training programmes referred to in Article 19**

According to the Article 19 of the EU Directive, Member States may establish training programmes for the persons referred to in Articles 4, 5, and 6. Member States shall ensure that such training programmes leading to diplomas or certificates that demonstrate compliance with the standards of competence referred to in Article 17 (1), are approved by the competent authorities of the Member States in whose territory the relevant education or training institute conducts its training programmes.

The needed steps are, but not limited to:

- Priority in which training programs will be subject to approval by the competent authority;
- Planning activities for the designing/revising and approval of training programmes;
- Planning of equipment/facilities acquisition; and
- Roadmap for the approval of training programmes.

In the first stage it is important to establish the **priority on which these mandatory training programmes will be submitted for approval to the competent authority.**

#### **5.3.1 Priority for submission of training programmes for approval of the competent authority**

The status of this step is presented in the table below in which are listed the mandatory education and/or training programmes addressed to inland navigation personnel according to the EU Directive provisions.

In the table below the priority has to be chosen taking into consideration the number of people interested to participate in these training programs, such as:

High priority, means that the number of people interested in participating in these courses is very much

Mid priority, means that the number of people interested in participating in these courses is medium

Lower priority, means that the number of people interested in participating in these courses is very low.

### Mandatory Training Programmes for Deck crew personnel

No	Name of the programme/ Who is addressed/ Type of programme	Priority depending of the market demand for crew members (High-H/Mid-M/Low-L)																								Comments
		DE			AT			SK			HU			HR			RS			BG			RO			
		H	M	L	H	M	L	H	M	L	H	M	L	H	M	L	H	M	L	H	M	L	H	M	L	
1.	<b>Basic safety training/</b> Deckhand/Entry level/ Short term duration/ familiarization		X				X		X				X			X		X			X				X	
2.	<b>Apprentice Qualification programme /</b> Apprentice / Entry level/ Mid- term duration/ qualification		X				X		X				X		X			X			X				X	
3.	<b>Boatman Vocational training programme/</b> Boatman/Operational level/ Vocational educational programme/ duration of at least 2 years		X				X	X					X		X			X			X				X	
4.	<b>Boatman Qualification programme/</b> Boatman/Operational level/ Mid-term duration/ qualification		X				X	X					X		X			X			X				X	
5.	<b>Able Boatman Vocational training programme/</b> Able Boatman/Operational level/ Vocational educational programme/ duration of at least 3 years		X		X				X				X		X			X			X				X	





### **5.3.2 Planning of activities for designing/revising the training programmes which will be submitted for approval to the competent authority**

To organize and carry out a form of approved training programmes, education and training providers must demonstrate that they meet the following minimum criteria:

- **to be constituted as a legal person, according to the applicable legislation;**

This requirement can be solved according to the national legislation of each country in the field of the establishment and functioning of education and/or institutions;

- **to be authorized as an education and/or training provider according to the applicable legislation;**

This requirement can be solved through the establishment and functioning legislative act which must stipulated the main field of activity of each organization;

- **to be certified in the field of quality management system;**

Education and training institutions which are not certified yet, have to apply to be certified in the field of quality management system by a recognized accreditation body;

- **to have elaborated the courses curricula for the education and/or training programmes;**

The structure of the curricula for training programmes should include at least the following:

- **Part I-** Course framework with its aims and objectives and notes on the suggested teaching facilities and equipment;
  - **Part II-** Course outline and timetable, which provide an outline of lecturers and a suggested timetable, but from the teaching and learning point of view, it is more important that the trainee achieves the minimum standards of competences defined in new EU Directive rather than a strict timetable is followed ;
  - **Part III-** Detailed teaching syllabus, based on knowledge and skills specified in Standards of competences which will be part of the new EU Directive. It is written as a series of the training objectives, learning content, methods of delivery, procedures, including the use of simulators, where applicable, and course material are properly documented and allow applicants to achieve the standards of competence for inland navigation personnel to whom it is addressed
- **to have the necessary human resources for organization and deployment of the education and/or training programmes;**

The training programmes have to be conducted by qualified persons who:

- have a deep knowledge of the training programme;
- understand the specific objectives of the training programme;
- are licensed in the specialty for which the training is being carried out and/or are holders of a certificate of competence for managerial level and/or hold an appropriate teaching degree;
- are trained in the methods and techniques of professional training and in evaluation methods;

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- are certified as an instructor for training on simulator equipment, for training programmes in which professional training and / or evaluation are conducted on a simulator equipment.
- **to have the necessary facilities for organization and deployment of the education and/or training programmes**, which will be necessary for meeting the competences requirement by the applicants.

The education and training providers are also required to have:

- **For the theoretical part of the training programme:** ordinary class room facilities and an overhead projector and in addition, a demonstration table would be advantageous;
- **For the practical part of the course:** training vessels, training campus, thematic laboratories, laboratories for computer-assisted training, equipment, devices etc. and simulators.

#### 5.3.3 Planning of equipment/facilities acquisition

Work on designing/revising the curricula of the training programmes will identify the required and needed facilities and equipment for the deployment of the mandatory training programmes for deck crew personnel.

Based on this, the acquisition plan for needed equipment/facilities for training course can be elaborated according to the available budget of each organization, plan that can be extended over longer periods of time.

#### 5.3.4 Roadmap for the approval of training programmes

For the approval of training programmes, education and training providers need to take the following indicative steps:

- **Submit to the national competent authority a file with the following indicative content:**
  - an application for approval which will mention the training programmes for which approval is requested;
  - the acts of establishment and operation of the institution;
  - certification of the institution in the field of quality management system;
  - operating authorization as education and/or training institution;
  - training programme curricula;
  - list of didactical personnel involved in the training process;
  - list of training facilities and equipment.

- **Be checked by a verification committee called by the competent authority**

In order to solve the institutions' request, the competent authority appoints a verification committee, consisting of staff with specific formation in the field of education and/or training of inland navigation personnel and who are familiar with the methodological principles of didactical activities and who are certified as auditors.

The activity of the committee will be developed based on a regulation/procedure approved by the competent authority.

The verification of compliance with the criteria by the education and training providers will be done by analysing the documents submitted in the file as well as by checking the applicant's premises.

After the verification, the commission will draw up a verification report which will be submitted to the competent authority manager who will decide on the approval of training programmes.

- **Approval document**

The approval document will be issued by the competent authority after the verification of the education and training providers. The approval document will be issued for each training program and it needs to be identified by number, series, issuing date and expiration date and will be registered in the special register of evidence for education and training providers for which the training programmes were approved.

The validity of the approval document will be established by the competent authority (maximum 5 years) and it must be endorsed annually based on the outcome of the monitoring process.

- **Monitoring process**

The monitoring process consists in permanently monitoring of the compliance with the approval criteria required by the competent authority by the education and training providers.

The monitoring process will consist of periodic evaluations performed at intervals of no more than 12 months by the same committee which checked the criteria before the approval of training programmes.

The outcomes of the monitoring process will be inserted in a monitoring report.

#### **5.4 Approve simulators referred to in Article 21**

Simulators used to assess competences shall be approved by the designated national authority. The approval shall be issued upon request when it is demonstrated that the simulator complies with the **standard for simulators established by CESNI**. The approval shall specify which particular assessment of competence is authorized as regards the simulator.

The Commission is empowered to adopt delegated acts in accordance with Article 31 to supplement this EU Directive by laying down standards for the approval of simulators, specifying the minimum functional and technical requirements and the administrative procedures in this regard with the objective of ensuring that the simulators used for an assessment of competences are designed in such a way as to allow the verification of the competences as prescribed under the standards for practical examinations referred to in Article 17(3).

On 10 April 2018, the **Standards for simulators** (Technical and functional requirements applicable to vessel-handling simulators and radar simulators and Administrative procedure for the approval of vessel-handling simulators and radar simulators) have been submitted by CESNI/QP to CESNI for analysis and approval during the meeting in November 2018.



These standards must to be used during the acquisition procedures of the simulation equipment and also during the elaboration of education and/or training programmes for training on such simulators.

### **5.5 Issue, renew, suspend or withdraw the certificates, specific authorizations, service record books and logbooks and validate the navigation time**

The designated competent authority for the implementation of the EU Directive will be responsible also for the issuance, renewal, suspension or withdrawal of the Union certificates of qualifications and specific authorizations as well as the service record books and the logbooks and validation of the navigation time in service record books.

The existing procedures in this field of the national competent authorities, in place, which will be transposed into the national legislation, will be used during the implementation process.

As basis document will be used also the documents approved by CESNI on the model of the certificate, authorizations, service record book and log book which are under the elaboration in CESNI/QP COMP temporary working group.

In addition to this, in some of the Danube riparian countries, Service record books, Radar Operator certificates and Boatmaster certificates are already recognized through Administrative agreements signed by the CCNR and Ministries of Transport.

The status of the recognition is presented in the table below:

<b>Country</b>	<b>National legislative act for the mutual recognition of Boatmaster certificate</b>	<b>National legislative act for the mutual recognition of Radar operator certificate</b>	<b>National legislative act for the mutual recognition of Service record book</b>
Germany	Council Directive 91/672/EEC on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway (Amtsblatt Nr. L 373 31.12.1991 p. 0029 – 0032)	Council Directive 91/672/EEC on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway (Amtsblatt Nr. L 373 31.12.1991 p. 0029 – 0032)	Council Directive 91/672/EEC on the reciprocal recognition of national Boatmasters' certificates for the carriage of goods and passengers by inland waterway (Amtsblatt Nr. L 373 31.12.1991 p. 0029 – 0032)
Austria	Federal Law on Inland Waterway Transport, BGBl. I no. 62/1997 (§ 121)	Federal Law on Inland Waterway Transport, BGBl. I no. 62/1997 (§ 119, § 121)	Administrative arrangement on the mutual recognition of Service record books (Central Commission for the Navigation of the Rhine - CCNR)
Slovakia	Act No 338/2000 Coll. on Inland Navigation and on Amendments of some Acts as amended by later regulations	Act No 338/2000 Coll. on Inland Navigation and on Amendments of some Acts as amended by later regulations	Act No 338/2000 Coll. on Inland Navigation and on Amendments of some Acts as amended by later regulations
Hungary	15/2001. (IV. 10.) KöViM decree	15/2001. (IV. 10.) KöViM decree	15/2001. (IV. 10.) KöViM decree
Croatia	Ordinance on the crew of the inland waterway vessels, National Gazette, 105/16	Ordinance on the crew of the inland waterway vessels, National Gazette, 105/16	Ordinance on the crew of the inland waterway vessels, National Gazette, 105/16
Serbia	NO	NO	NO
Bulgaria	Government Decision no. 865/2011 on approval of Administrative Agreement on the mutual recognition of Boatmaster's licences		Government Decisions no. 42/2010 on approval of Administrative Agreement on the mutual recognition of Service Record Books
Romania	Government Decision no. 914/2008 on approval of Administrative Agreement on the mutual recognition of Boatmasters licences and Radar Operators certificates	Government Decision no. 914/2008 on approval of Administrative Agreement on the mutual recognition of Boatmaster's licences and Radar Operators certificates	Government Decisions no. 444/2011 on approval of Administrative Agreement on the mutual recognition of Service Record Books

Based on the procedures deployed for the recognition of Boatmaster licence, Radar Operator certificate and Service Record book and the provisions of the EU Directive in this respect transposed into the national legislation, the regulation/procedure for issuing and validation of Union certificate of qualification and of specific authorizations for boatmasters and service record books can be developed.

## **6. RESOURCES PLANNING FOR EU DIRECTIVE IMPLEMENTATION**

### **6.1 Financial resource planning**

Financial planning is the task of determining how one project/business will afford to achieve its strategic goals and objectives. Usually, a company creates a Financial Plan immediately after the vision and objectives have been set. The Financial Plan describes each of the activities, resources, equipment and materials that are needed to achieve these objectives, as well as the timeframes involved.

The Financial Planning activity involves the following tasks:

- assess the business/project environment;
- confirm the business/project vision and objectives;
- identify the types of resources needed to achieve these objectives;
- quantify the amount of resources (labour, equipment, materials etc.);
- calculate the total cost of each type of resource;
- summarize the costs to create a budget;
- staggering costs for a period of few years;
- identify any risks and issues with the budget set.

At this stage of your project/business, a general assessment of the financial requirements of implementing your strategic plan over the expected lifetime of the project must be carried out. In general, this estimate should be a high level (not too detailed) evaluation of your current and potential sources of income, the estimated costs of your action and monitoring activities, and any projected financial resources gaps.

### **6.2 Human resource planning**

Human resource planning is a process that identifies current and future human resource needs for an organization to achieve its goals.

Human resource planning should serve as a link between human resource management and the strategic plan for implementation of the new legislative provisions in the existing education, training and certification system.

The planning processes of most best practice organizations not only define what will be accomplished within a given time frame, but also the numbers and types of human resources that will be needed to achieve the defined goals (e.g., number of human resources; the required competencies; when the resources will be needed; etc.).

The strategic human resource planning process begins with an assessment of current staffing, including whether it fits the organization's needs, and then moves on to forecasting future staffing needs for achieving the strategic objectives.

You will need to align your organization strategy with human resource planning and implement the plan not only to hire new employees but also to retain and properly train the new hires and your current employees, based on the organization's need.

In view of the further reforming of the education, training and certification system according to the EU Directive provisions, each involved organization has to develop a strategic human resource planning in order to achieve the strategic goals.

## 7. RISK ASSESSMENT AND MANAGEMENT PLAN

### 7.1 Theory of risk

**Risk**, means the chance of something happening that will have an impact on the achievement of the objectives. Risk is measured in terms of consequences and likelihood. **Risk is defined** as the (mathematical) product of probability and impacts of certain events. In most cases, unwanted and bad events that happen during projects or with technical products are seldom. Other events that are unwanted (and might become severe) are more or less likely. They may depend on the planning or management of a project or the quality of the technical product.

As mentioned above, **risk consists of probability and impact**. Within risk assessment, those two categories are divided into certain categories; the risk levels (see tables below). The Risk Levels define the severity of an Impact and how likely an event is about to happen. In our risk assessment there are 5 levels.

#### Levels of Risk Impact

Impact Rating / Value	Description
1 Negligible	It will have little effect on Project milestones, timescales, or achievement of overall goal.
2 Minor	It may delay delivery or quality of one or more deliverables but not delay the overall Project, or affect achievement of overall goals or benefits.
3 Moderate	A Project milestone is delayed which could extend timescales, but it is unlikely to materially affect successful delivery of the project objectives and benefits.
4 Significant	It is likely to delay the achievement of a number of project milestones or a major milestone which could significantly extend timescales. Successful delivery of the Project benefits could also be materially impacted.
5 Critical	Project objectives no longer achievable or major reduction of benefits due to significant time or quality issues

### Levels of Risk Probability

Probability / Value	Description
Extremely Likely 5	Unlikely / Rarely happens. It is highly unlikely that the risk will materialize. Less than 20% chance
Highly Likely 4	Likely. Could happen with a chance 20% to < 40% chance
Very Likely 3	Very Likely 40% to < 60% chance of occurring
Likely 2	Highly Likely 60% < 80% chance of happening, difficult to prevent because outside of direct control or influence.
Unlikely 1	Extremely Likely. 80+% chance

For each product of impact and probability a risk score is calculated (for us between 1 and 25). Those are shown in the “Risk Matrix” below:

		Impact				
		Negligible	Minor	Moderate	Significant	Critical
Probability		1	2	3	4	5
Extremely Likely	5	5	10	15	20	25
Highly Likely	4	4	8	12	16	20
Very Likely	3	3	6	9	12	15
Likely	2	2	4	6	8	10
Unlikely	1	1	2	3	4	5

For our risk analysis we define that **all risks above a score of 10 are unacceptable** (orange and red). In this case you need to **define mitigation actions** and **describe shortly why you set the score that high!**

If you have a **score of 9 or 10, mitigation actions need to be defined!**

All **risk management processes** follow the same basic steps, such as:

- Step 1: Identify the risk;
- Step 2: Analyze the risk;
- Step 3: Evaluate or rank the risk;
- Step 4: Treat the risk;
- Step 5: Monitor and review the risk.

### 7.2 Risk analysis and management

For the risk analysis of the activities in line with the transposition of the EU Directive 2017/2397 into national legislation and the implementation of the new national legislation in the IWT education and training system, in the table below are identified

some potential risks which can occur during the transposition and implementation activities.

The level of risk probability and the level of risk impact will be determined using the Risk Matrix, which will be used also for calculation the risk score.

After the calculation the risk score for each event from the table below, the first three steps of the risk management were completed.

If the risk score calculated is higher it is necessary to set out a plan to treat or modify these risks (step 4) to achieve acceptable risk levels. You have to create risk mitigation strategies, preventive plans and contingency plans.

The step 5 is the step where you take your risk register and use it to monitor, track and review risks.

### Transposition of the EU Directive 2017/2397 into the national legislation

No.	Description event	Project partners countries risk analysis																		Remarks									
		BG			RO			HU			RS			HR			SK				AT			DE					
		P	I	RS	P	I	RS	P	I	RS	P	I	RS	P	I	RS	P	I	RS		P	I	RS	P	I	RS			
1.	Inadequate Financial resources lead to failure to transpose the EU Directive into the national legislation within the legal deadline	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	<b>AT clarifications:</b> This risk is not considered to be present in Austria.
2.	Inadequate Human resources lead to failure to transpose the EU Directive into the	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	<b>AT clarifications:</b> Implementation at the public authority level is generally on schedule.

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	national legislation within the legal deadline																									
3.	Inadequate cooperation and collaboration between all stakeholders involved in policy development	3	1	3	2	1	2	1	1	1	2	3	6	2	2	2	2	1	2	2	2	4	1	1	1	<b>AT clarifications:</b> There is interest and willingness to cooperate on the side of the identified stakeholders; Transparency with regard to the stakeholder landscape can be improved.
4.	Inadequate strategic plan leads to failure to transpose the EU Directive into the national legislation within the legal deadline	1	1	1	1	1	1	1	2	2	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	<b>AT clarifications:</b> The identified authorities are connected and informed at EU level; preparations for national implementation were started early.



### Implementation of the new legislation in the IWT education, training and certification system

No.	Description event	Project partners countries risk analysis															Remarks									
		BG			RO			HU			RS			HR				SK			AT			DE		
		P	I	RS	P	I	RS	P	I	RS	P	I	RS	P	I	RS		P	I	RS	P	I	RS	P	I	RS
1.	Roles and responsibilities of the competent authorities are unclear during the implementation phase	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	4	1	1	1	<b>AT clarifications:</b> Roles and responsibilities of the actors largely clarified; individual detailed responsibilities have yet to be identified
2.	Delayed development of strategic plan for the implementation of the new legislation	1	1	1	1	1	1	2	1	2	2	3	6	1	1	1	1	1	1	1	1	1	1	1	1	<b>AT clarifications:</b> Necessary preliminary work has already started with the availability of the draft version of the standards of competence. Project Danube SKILLS is running simultaneously with the national implementation.
3.	Inadequate strategic plan leads to failure to implement the legislation in the IWT education, training and certification system	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	<b>AT clarifications:</b> Necessary preliminary work has already started with the availability of the draft version of the standards of competence. Implementation was analysed on all relevant levels (federal, provincial, educational).

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4.	Inaccurate estimation of the Human resources required to implement the new legislation	1	1	1	1	1	1	1	1	1	2	3	6	1	1	1	1	1	1	1	4	4	1	1	1	<b>AT clarifications:</b> Holistic approach & analysis (all levels, all stakeholders). In the case of absence of a stakeholder, major negative effects on overall implementation.
5.	Inaccurate estimation of the Budget required to implement the new legislation	2	1	2	1	1	1	1	1	1	2	2	4	1	1	1	2	1	2	1	1	1	1	1	1	<b>AT clarifications:</b> This risk is not considered to be present in Austria.
6.	Inadequate Human resources available for the implementation time due to external reasons	2	1	2	1	1	1	2	1	2	1	3	3	2	2	2	2	1	2	2	4	8	1	1	1	<b>AT clarifications:</b> Vocational training in Austria is based on individuals, the implementation of the EU Directive on the content-related level is done on a part-time basis.
7.	Inadequate Financial resources available for the implementation time due to external reasons	2	1	1	1	1	1	1	1	1	2	4	8	2	2	2	2	1	2	1	1	1	1	1	1	<b>AT clarifications:</b> This risk is not considered to be present in Austria.

## 8. VALIDATION

Validation of the set of activities proposed in the Policy Support Strategy and the Transnational Action Plan for Nautical Education was a double fold process consisting of:

- Validation during the joint international Danube SKILLS – CESNI event organized on 8 May 2019 in the Hall of Human Rights, within the House of Parliament in Bucharest Romania, and;
- The online survey addressing various relevant stakeholders at European and national level.

The joint international event gathered in Bucharest members of the European Committee for Drawing up standards in inland navigation, including representatives of the European Commission, River Commissions (the Central Commission for the Navigation on the Rhine, the Danube Commission, the International Sava River Basin Commission), Ministries of Transport from the Netherlands, France, Slovakia, Romania, the Czech Republic, Belgium, Switzerland, Austria, Germany, Hungary and Ukraine, as well as social partners (European Transport Workers Federation, European Barge Union) and of EUSDR PA1a.

They were all presented by Doina Munteanu, in charge with co-ordination of preparation of the Policy Support Strategy and Transnational Action Plan for Nautical Education, the state of play on the transposition and implementation of the EU Directive 2017/2397 on the recognition of professional qualifications in inland navigation in each project country, complete with difficulties met and perspectives of the implementation process.

In order to maximize input expected from participants and facilitate feedback received, they were all provided by email, before the event, the Executive Summary of the Policy Support Strategy for Nautical Education Capacity Building and a document with State of Play of the Transposition of EU Directive 2017/2397 in the Danube Riparian Countries (EU Member States), highlighting following aspects:

Regarding the:

- **transposition duty** - all responsible project partners are fully aware of this obligation according to the Article 288 of the Treaty on the Functioning of the European Union and to the Member States obligations stipulated in the EU Directive 2017/2397 as well;
- **identification of relevant national policies**- all responsible project partners already identified these national legislative acts and the information is collected in the Policy Support Strategy for Nautical Education;
- **identification of the designated national competent authorities**- all responsible project partners already identified the national competent authorities and the information is collected in the Policy Support Strategy for Nautical Education; the notification of the Commission on this matter, according to the Article 26 of the Directive, is yet to be done;
- **consultations between national authorities and relevant stakeholders**- most of the partners were involved in cooperation actions with national designated authorities and relevant stakeholders after the adoption of the EU Directive

- **estimated time for the transposition** – most of responsible partners have raised the issue of CESNI Standards that are not yet adopted as official documents as well as the Standards for models of certificates, Service Record Book and Logbook.

**Regarding the implementation of the EU Directive provisions into education and training system of Danube riparian countries**, it is closely related to the workforce market requirements and on the interest of people for jobs in IWT.

Discussions following Doina Muneanu's presentation of the Policy Support Strategy for Nautical Education and associated Transnational Action Plan as well as state of play of transposition and implementation of the EU Directive 2017/2397 highlighted the following aspects related to Danube SKILLS results and/or various problems being addressed by same:

- Katrin Moosbrugger, Deputy Secretary General of CCNR, highly appreciated the Strategy and Action Plan and invited CESNI members, representing Member States outside the Danube Region to use them as guidelines for the transposition and implementation of the EU Directive in their own countries;
- Arjen Mintjes, President of EDINNA Association referred to the extensive work carried out the past 11 years, starting with set up of this Association, for the harmonization of education and training system and concluded that this process is not completed by the issuance of the EU Directive on recognition of professional qualifications in inland navigation. He also pointed out that Danube SKILLS Strategy is a important step as basic framework and guidelines for the entire education and training system and that EDINNA secretariat will disseminate it to its members outside the Danube region.  
He also pointed out the need for further work on columns 3 and 4 so as to elaborate a method for evaluation of the training programmes and for an overlooking European authority to govern the national authorities, so as to ensure a level playing field, governing accreditation and issuance of diplomas.
- Cristina Cuc, member of EUSDR PA1a Secretariat acknowledged Danube SKILLS as a a strategic project which considered the difficulties in implementing the EU Directive on recognition of professional qualifications and paid efforts to come up with solutions, tools and guidelines.  
She mentioned EUSDR PA1 is in the process of upgrading the Action Plan started last year and one its main targets is solving the shortage of personnel in IWT.  
She also stressed the need to identify all interested parties and bring them at the same table in order to discuss the challenges IWT education is confronted with.
- Jorg Rusche, chairman of CESNI QP appreciated the consistent support offered by Danube SKILLS outcomes in the future transposition and implementation of the EU Directive and capacity building of the entire IWT education and training system.  
He also mentioned that all 14 CESNI Standards of competence were finished and will be shortly adopted as official documents by delegated act.