Update on progress

1. Update Edinna association
2. Development Joint Working Group and STCIN.
3. Edinna partner of Platina in WP3 J&S
4. Progress WG river speak and exchange program.
5. Progress on the development of functionalities (future requirements) of IWT simulators.
15 countries of Europe
25 members of Inland Navigation Education and Training Institutes

8 associated members

recognised as a NGO by CCNR

www.edinna.eu
Joint Working Group

Interim feedback with national member organisations in order to increase transparency and acceptance of proposals
Competencies OL en ML

1. Navigation (0.2)
2. Cargo Handling, stowage and passenger transport (0.1)
3. Controlling the operation of the ship and care for persons on board
4. Marine, electrical, electronic and control engineering
5. Maintenance and repair (0.1)
6. Communication (next 01-08-11)
7. Safety, health and environmental protection (next 01-08-11)
<table>
<thead>
<tr>
<th>COMPETENCE</th>
<th>KNOWLEDGE, UNDERSTANDING AND PROFICIENCY</th>
<th>METHODS FOR DEMONSTRATING COMPETENCE</th>
<th>CRITERIA FOR EVALUATING COMPETENCE</th>
</tr>
</thead>
</table>
| Assists the ships management in situations of manoeuvring and handling a ship on inland waterways, using all types of waterways and ports and is able to: | Types of bollards and winches on push/tow vessels and barges, self-propelled vessels and ashore.  
Demonstrates handling of wires and ropes during mooring and unmooring operations, such as:  
Demonstrates the use of head ropes, stern ropes and springs;  
Demonstrates the safety measures to be taken when handling mooring ropes and wires.  
Demonstrates how to attach mooring ropes or wires to various types of bollards and other facilities.  
Demonstrates the use of various winches | Knowledge:  
Theoretical exam  
Understanding and proficiency:  
Practical training and exam on (school) training vessel  
Training record book during work placement practice. | Candidate is able to:  
Prepare the ship for mooring operation;  
Take care of the fenders and to place them in position;  
Select the wire or rope usable in case of a mooring operation;  
Understand the communication (orders) between the wheelhouse and wanted deck activities;  
Handle the wires and ropes in the wanted sequence taking in account the safe working rules. |
Improvement of communication

River-speak - SINCP

Daily practise with various circumstances in communication

- Ship - ship traffic
- Ship – shore traffic
- Ports and terminals
- Intraship and social communication
IWT professional jargon
Ship – ship communication
Riverspeak – SINC
Standard Inland Navigation Communication Phrases

• Identification and collection of existing material
• Adjust into IWT professional jargon.
• Expand with specific IWT practice
• Determination of internal Edinna draft
• Communication of the draft with stakeholders
• Incorporate comments and changes
• Translation into Edinna members languages
• Bottom-up approach and introduction into IWT education
INLAND WATERWAY SIMULATORS
Standards of Education and Training for personnel in Inland Navigation

- General Provisions
- Certificates and endorsements
- Training and assessment

Qualifications of instructors, supervisors and assessors

Standards governing the use of simulators

Standards governing the use of training ships

Standards governing the use of laboratories
Features of the simulator for inland navigation

These are the three linear movements x, y, z (lateral, longitudinal and vertical), and the three rotations pitch, roll, & yaw. The term "six-axis" platform is also used.
## Inland Waterways Navigation simulator

<table>
<thead>
<tr>
<th></th>
<th>Tasks that the candidate must be able to carry out using the simulator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The candidate will be familiar with the navigation operations of an inland waterway vessel.</td>
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<tr>
<td>1.1.1</td>
<td>The candidate will understand the operational procedures for the relevant bridge equipment e.g.:</td>
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<tr>
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<td>- Auto pilot (automatic maintenance of direction) in the different operating modes: adjustment of turning speed, emergency steering in the event of a breakdown, etc (see RVBR rules)</td>
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<td></td>
<td>- Radar</td>
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<td>- Electronic chart</td>
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<td></td>
<td>- VHF radio equipment</td>
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<td></td>
<td>- Anchor controls: circumstances for using anchors, vessel reactions, etc</td>
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<tr>
<td></td>
<td>- Navigation lights controls, including maneuvering lights</td>
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<tr>
<td></td>
<td>- Engine controls, indications and alarms</td>
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<tr>
<td></td>
<td>- Bow thruster controls</td>
</tr>
<tr>
<td></td>
<td>- Internal communication equipment</td>
</tr>
<tr>
<td></td>
<td>- Inland AIS</td>
</tr>
</tbody>
</table>
Application Funding Program 2011

• LDV Partnership 2011 Simulators
• DE – SBK Duisburg (coordinator)
• BE - KTA Zwijndrecht
• NL - STC Group Rotterdam
• NL - Maritime Academy Harlingen
• IT - CFLI Venice
• RO – Ceronav Galati
Next Edinna GA meeting

- November 8 and 9 2011
- Venice
- Italy

CONSORTIUM OF INTERMODAL AND LOGISTIC TRAINING

CFLI consorzio formazione logistica intermodale
Thank You

- Questions