

## Danube School Ship Concept Outline

### 1. Need for a Danube School Ship

The idea of a modern Danube School Ship - to at least partly solve the lack of qualified nautical personnel - was already borne some years ago. The partners of the international Danube educational project HINT ([www.hintproject.net](http://www.hintproject.net)) further discuss this idea with potential users (interviews, workshops) and develop a concept for the implementation. Balanced acquisition of both knowledge and practical skills is an essential prerequisite of good training resulting in highly performing crew on board ships. On-board practical training possibilities in inland navigation are unfortunately scarce in the Danube riparian countries, which makes development of required competencies by inland navigation crew members very difficult.

### 2. Best practices

Characteristics of training ships and simulators available in the South East regions do not reflect the latest technologies and therefore do not allow candidates to get the necessary skills which would facilitate subsequent mobility in all inland waterways. Exchange of know-how and adoption of best practices from Western Europe is therefore an essential part for the development of an innovative concept of a Danube School Ship. The acquisition costs depend on type and configuration of the vessel, ranging from 3 to 5 million EUR. There are different operator models possible, which influence the allocation of operational costs. The HINT partners analysed already some school ships in Western Europe, the table below shows two examples.

 <p>©via donau</p>	<p><b><u>Themis II (NL)</u></b></p> <ul style="list-style-type: none"> <li>• Operator: KTA Cenflumarin</li> <li>• Year of construction: 1965</li> <li>• 55m long / 7m wide</li> <li>• Draught: 1,4m</li> <li>• Students: max. 28 during one training</li> <li>• Propulsion: 2x Scania 360 PK</li> <li>• Navigation areas:               <ul style="list-style-type: none"> <li>○ Port of Antwerp/Rotterdam/Amsterdam</li> <li>○ Albertkanaal</li> <li>○ Maas/Waal/Rhoine</li> </ul> </li> </ul>
 <p><a href="http://www.marinetraffic.com/ais/shipdetails.aspx?MMSI=205513690">http://www.marinetraffic.com/ais/shipdetails.aspx?MMSI=205513690</a></p>	<p><b><u>Province de Liège (BE)</u></b></p> <ul style="list-style-type: none"> <li>• Operator: l'Ecole Polytechnique de Huy</li> <li>• Year of construction: 2012</li> <li>• 50m long / 6m wide (lighter 34m long)</li> <li>• Draught: 1,6m</li> <li>• Students: max. 20 during one training</li> <li>• Propulsion: 2x Scania DI 12-59M</li> <li>• Navigation areas:               <ul style="list-style-type: none"> <li>○ Canal de Saint-Quentin/Canal du Nord</li> </ul> </li> </ul>

### 3. Concept outline for future Danube School Ship

There are many possibilities considering the technical, organisational and educational design of a Danube School Ship. The Danube School Ship concept will establish a framework for the use of a common Danube School Ship. The concept will include all aspects related to vessel (i.e. type, size, equipment, motorisation, innovative technologies), ownership (i.e. purchase, rent, operator model), navigation route (i.e. countries, stretches of special interest), training plan, estimated investment and operation costs and possible financing. Similar approaches will be used for the development of concepts for the nautical and the port logistic simulators, all of them to be finished in Spring 2014.

- **Type of vessel**

A Danube School Ship could be a push convoy or a motor cargo/passenger vessel. It either will be a refurbished used vessel or a newly built ship according to the specifications of the Danube School Ship concept. Depending on the requirements in the Danube region the ship could focus on different types of transport, e.g. cargo, dry, passenger or dangerous goods.

- **Organization / Ownership**

The Ship could act as an independent education / training institutions offering (international) curricula / courses based on future international harmonized standards like STCIN or could be rented by existing institutions to upgrade their national curricula / courses. Also a mixture could be possible, e.g. basic education stays national and some training for further education is offered internationally.

The future Danube School Ship could be owned by a transnational association, consisting of all participating countries i.e. education & training institutions, or by one owner organization and the other institutions rent the ship for certain periods of the year.

- **Training plans & User groups**

Needless to say, to train navigational skills is the main target of a school ship. Based on the analysis of the national curricula and expert interviews the training plans will be elaborated and will strongly differ for different target groups like apprentices (having already practical training), students (with little experience on board), career changers or nautical personnel (further education).

- **Navigation area**

The Danube school ship could run the whole Danube between Germany and the Delta or only in certain countries, interested to participate. The advantage of a common used ship is that it could be run with international groups of trainers and trainees. This way the trainees learn to work in international teams and get to know foreign stretches of the Danube.

- **Costs**

The purchasing costs should be borne by the involved countries (public and private sector) and co-financed by the European Union. The operating expenses have to be borne by the users (i.e. the nautical schools, authorities in charge, private / industry sector) based on usage times.

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