



Future directive on the recognition of professional qualifications in inland navigation

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Main objectives – Reasons for action at EU level

- **Streamlining the legal framework**
- **Competence-based approach**

Exemptions and transposition

- Exemption for national inland waterways not linked to waterways of another MS: EU documents not required
- On ALL EU inland waterways recognition of EU documents → All MS where inland navigation is technically possible need to transpose the Directive (**partially** or in full)
- In non-connected MS where only seasonal navigation or limited journeys of local interest: cooperation mechanisms for eg to validate navigation time or suspend certificates.

Competence-based approach

Competence shall be demonstrated at OL and ML by passing an examination organised by

- a) an administrative authority or
- b) under an approved training programme

Practical examination required for

- a) boatmasters
- b) radar navigation
- c) LNG expert
- d) **passenger navigation expert**

a + b aboard or simulator; c + **d** aboard or shore instal.

issuance of a practical examination certificate for examination carried out on simulators

Requirements for UCQs

- Deckhands need a basic safety training
- Career changers may access a IWT training programme after 5 years work experience or 2 years on a sea-going ship or any 3 years vocational training programme; duration of the IWT programme min 9 months for OL and 18 months for ML.
- Helmsmen+ boatmasters : radio operator certificate
- Additional access paths to UCQ helmsman
- 18 years min for boatmasters
- Reference to Regulation 1177/2010 and a number of other applicable legislations; indirect reference to CEVNI in article, direct in recital.
- Passenger navigation expert: elementary English

Stretches of inland waterways with specific risks

- **Identification based on criteria** (new: high frequency of accidents attributed to the lack of a competence not covered by the standards; COM intervenes only if not respected)
- **Assessment** of competence may be carried out **by another MS** with its consent. An oral examination may still be required.

Other

- **Navigation time includes loading and unloading activities requiring active navigational operations**
- **Validity of BM UCQ: 13 years**
- **Explicit reference to CESNI for standards on competence, medical fitness and simulators as well as for models + entire text of CESNI standards in the implementing/delegated acts**
- **Evaluation of the Directive after 8y by the Commission, after 15y by MS and then every 10y**



Other

- **Transitional provisions for crew members other than BM: exchange of certificates based on competence requirements similar or lower; if higher based on navigation time**
- **Specific transition of 20 years for ferries and sea-going ships**
- **COM shall submit an assessment to EP and Council on the introduction of tamper-proof professional cards, electronic SRB and logbooks**
- **Several recitals on social issues**



Phasing-in

- **Adoption of the Directive foreseen for end Nov 2017**
- **Adoption of delegated/implementing acts by Nov 2019**
- **Transposition/system operational by Nov 2021**
- **General rule for transition: exchange of old certificates before 2031**



Thank you

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Social dimension IWT:

http://ec.europa.eu/transport/modes/inland/social_dimension_en.htm

Social issues in transport:

http://ec.europa.eu/transport/themes/social/index_en.htm