Future directive on the recognition of professional qualifications in inland navigation

Brussels, CESNI/QP
7 Septembre 2017
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.
- 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
- 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: