



2016/0050(COD)

17.10.2016

AMENDMENTS

73 - 252

Draft report

Gesine Meissner

(PE585.776v02-00)

Proposal for a 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

Proposal for a directive

(COM(2016)0082 – C8-0000/2016 – 2016/0050(COD))

Amendment 73
Notis Marias

Proposal for a directive
Recital 1

Text proposed by the Commission

(1) Council Directive 91/672/EEC¹² and Council Directive 96/50/EC¹³ are the first steps taken towards the harmonisation and recognition of professional qualifications for crew members in inland navigation.

¹² Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).

¹³ 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 (OJ L 235, 17.9.1996, p. 31).

Amendment

(1) Council Directive 91/672/EEC¹² and Council Directive 96/50/EC¹³ are the first steps taken towards the harmonisation and recognition of professional qualifications for crew members in inland navigation, ***however they do not go beyond the mutual recognition of certificates for boatmasters operating on inland waterways of the Union other than the Rhine.***

¹² Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway (OJ L 373, 31.12.1991, p. 29).

¹³ 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 (OJ L 235, 17.9.1996, p. 31).

Or. el

Amendment 74
Notis Marias

Proposal for a directive
Recital 2

Text proposed by the Commission

(2) The requirements for crew members navigating on the Rhine river, who are outside the scope of Directives 91/672/EEC and 96/50/EC, are established by the Central Commission for Navigation on the Rhine (CCNR), pursuant to the Rhine Navigation Personnel Regulation under the Revised Convention for Rhine Navigation.

Amendment

(2) The requirements for crew members navigating on the Rhine river ***and inland navigation certificates of Union***, who are outside the scope of Directives 91/672/EEC and 96/50/EC, are established by the Central Commission for Navigation on the Rhine (CCNR), pursuant to the Rhine Navigation Personnel Regulation under the Revised Convention for Rhine Navigation.

Or. el

Amendment 75
Keith Taylor

Proposal for a directive
Recital 5

Text proposed by the Commission

(5) To facilitate mobility, to ensure the safety of navigation and the protection of human life, it is essential for deck crew members, persons in charge of emergency situations on board passenger vessels and persons involved in the bunkering of liquefied natural gas-fuelled vessels to hold certificates of qualification proving their qualifications. For efficient enforcement, they should carry such certificates while exercising their occupation.

Amendment

(5) To facilitate mobility, to ensure the safety of navigation and the protection of human life ***and the environment***, it is essential for deck crew members, ***working on passenger or bunkering vessels, especially*** persons in charge of emergency situations on board passenger vessels and persons involved in the bunkering of liquefied natural gas-fuelled vessels to hold certificates of qualification proving their qualifications. For efficient enforcement, they should carry such certificates while exercising their occupation.

Or. en

Amendment 76
Notis Marias

Proposal for a directive
Recital 5

Text proposed by the Commission

(5) To facilitate mobility, to ensure the safety of navigation and the protection of human life, it is **essential** for deck crew members, persons in charge of emergency situations on board passenger vessels and persons involved in the bunkering of liquefied natural gas-fuelled vessels to hold certificates of qualification proving their qualifications. For efficient enforcement, they should carry such certificates while exercising their occupation.

Amendment

(5) To facilitate mobility, to ensure the safety of navigation and the protection of human life, it is **necessary** for deck crew members, persons in charge of emergency situations on board passenger vessels and persons involved in the bunkering of liquefied natural gas-fuelled vessels to hold certificates of qualification proving their qualifications. For efficient enforcement, they should carry such certificates while exercising their occupation.

Or. el

Amendment 77

Claudia Tapardel, István Ujhelyi, Isabella De Monte, Lucy Anderson

Proposal for a directive

Recital 5 a (new)

Text proposed by the Commission

Amendment

(5a) With the view to encourage mobility and ensure the attractiveness of the profession of boatman and other deck crew members, Member States should ensure fair working conditions for all forms of employment, guaranteeing workers a set of rights such as the right to equal treatment, the right to social protection, the right to report abuses, health and safety protection, as well as provisions for working time and rest time. It is important that the sector can provide programmes focused both on retaining the people aged over fifty and on improving the youngsters' skills and employability.

Or. en

Amendment 78

Claudia Tapardel, István Ujhelyi, Maria Grapini, Isabella De Monte, Lucy Anderson

Proposal for a directive

Recital 5 b (new)

Text proposed by the Commission

Amendment

(5b) All deck crew members holding certificates of qualification, record books and logbooks issued in third countries and recognised by the responsible authorities in the Union, should be subject to the social and labour law of the Member State where the activity is carried.

Or. en

Amendment 79

Notis Marias

Proposal for a directive

Recital 6

Text proposed by the Commission

Amendment

(6) Boatmasters sailing in circumstances presenting a particular safety hazard should hold a specific authorisation, in particular, for sailing large convoys, sailing liquefied natural gas-fuelled vessels, sailing in conditions of reduced visibility, sailing on waterways with a maritime character or sailing on waterways with specific risks for navigation. In order to obtain such authorisation, boatmasters should be required to demonstrate additional competences.

(6) Boatmasters sailing in circumstances presenting a particular safety hazard should hold a specific authorisation ***and meet specific criteria***, in particular, for sailing large convoys, sailing liquefied natural gas-fuelled vessels, sailing in conditions of reduced visibility, sailing on waterways with a maritime character or sailing on waterways with specific risks for navigation. In order to obtain such authorisation, boatmasters should be required to demonstrate additional competences.

Or. el

Amendment 80

Renaud Muselier

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) For ensuring safety of navigation, Member States should identify waterways with a maritime character, in accordance with harmonised criteria. The competence requirements for navigating on these waterways should be defined at Union level. Without unnecessarily limiting the mobility of boatmasters, when necessary for ensuring safety of navigation, Member States should also have the possibility to identify the waterways entailing specific risks for navigation in accordance with harmonised criteria and procedures, pursuant to this Directive. In such a case, the related competence requirements should be set at Member State level.

Amendment

(7) For ensuring safety of navigation, Member States should identify waterways with a maritime character, in accordance with harmonised criteria **and on the basis of existing EU law, such as Directive (EU) 2016/1629^{1a}**. The competence requirements for navigating on these waterways should be defined at Union level. Without unnecessarily limiting the mobility of boatmasters, when necessary for ensuring safety of navigation, Member States should also have the possibility to identify the waterways entailing specific risks for navigation in accordance with harmonised criteria and procedures, pursuant to this Directive. In such a case, the related competence requirements should be set at Member State level.

^{1a}Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L252, 16.9.2016, p. 118-176).

Or. fr

Amendment 81
Peter van Dalen

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) For ensuring safety of navigation, Member States should identify waterways

Amendment

(7) For ensuring safety of navigation, Member States should identify waterways

with a maritime character, in accordance with harmonised criteria. The competence requirements for navigating on these waterways should be defined at Union level. Without unnecessarily limiting the mobility of boatmasters, when necessary for ensuring safety of navigation, Member States should also have the possibility to identify the waterways entailing specific risks for navigation in accordance with harmonised criteria and procedures, pursuant to this Directive. In such a case, the related competence requirements should be set at Member State level.

with a maritime character, in accordance with harmonised criteria. The competence requirements for navigating on these waterways should be defined at Union level. Without unnecessarily limiting the mobility of boatmasters, when necessary for ensuring safety of navigation, Member States, *where relevant in cooperation with the relevant European River Commission*, should also have the possibility to identify the waterways entailing specific risks for navigation in accordance with harmonised criteria and procedures, pursuant to this Directive. In such a case, the related competence requirements should be set at Member State level.

Or. en

Amendment 82

Notis Marias

Proposal for a directive

Recital 7

Text proposed by the Commission

(7) For ensuring safety of navigation, Member States should identify waterways with a maritime character, in accordance with harmonised criteria. The competence requirements for navigating on these waterways should be defined at Union level. Without unnecessarily limiting the mobility of boatmasters, when necessary for ensuring safety of navigation, Member States should *also have the possibility to* identify the waterways entailing specific risks for navigation in accordance with harmonised criteria and procedures, pursuant to this Directive. In such a case, the related competence requirements should be set at Member State level.

Amendment

(7) For ensuring safety of navigation, Member States should identify waterways with a maritime character, in accordance with harmonised criteria. The competence requirements for navigating on these waterways should be defined at Union level. Without unnecessarily limiting the mobility of boatmasters, when necessary for ensuring safety of navigation, Member States should identify the waterways entailing specific risks for navigation in accordance with harmonised criteria and procedures, pursuant to this Directive. In such a case, the related competence requirements should be set at Member State level.

Or. el

Amendment 83
Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Recital 8

Text proposed by the Commission

Amendment

(8) *For reasons of cost-effectiveness, holding Union certificates of qualification should not be made compulsory on national inland waterways not linked to the navigable network of another Member State.*

deleted

Or. en

Amendment 84
Marie-Christine Arnautu

Proposal for a directive
Recital 8

Text proposed by the Commission

Amendment

(8) *For* reasons of cost-effectiveness, holding Union certificates of qualification should not be made compulsory on national inland waterways not linked to the navigable network of another Member State.

(8) *In keeping with the principle of subsidiarity and for* reasons of cost-effectiveness, holding Union certificates of qualification should not be made compulsory on national inland waterways not linked to the navigable network of another Member State.

Or. fr

Amendment 85
Roberts Zile

Proposal for a directive
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) *A Member State, in whose territory the professions referred to in this*

Directive are not exercised, due to the fact that there are no inland waterways, or inland navigation is not used to a significant extent but only in limited journeys of purely local interest or temporally (meaning less than half a year) would be under a disproportionate and unnecessary burden if it had the obligations to transpose and implement the provisions of this Directive. Therefore, such Member State should be exempted, for as long as the professions do not exist on its territory, from those obligations.

Or. en

Amendment 86
Marie-Christine Arnautu

Proposal for a directive
Recital 9

Text proposed by the Commission

(9) With a view to contributing to the mobility of persons involved in the operation of vessels across the Union and considering that all certificates of qualification, service record books and logbooks issued in accordance with this Directive should comply with minimum standards, 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.

Amendment

(9) With a view to contributing to the mobility of persons involved in the operation of vessels across the Union and considering that all certificates of qualification, service record books and logbooks issued in accordance with this Directive should comply with minimum standards, 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. ***However, holders of such qualifications from other Member States and third countries should be subject to the same employment rules and the same rules on levels of pay and social security contributions as domestic workers. What is more, domestic authorities and businesses should have the right to adopt policies which favour domestic workers.***

Amendment 87

Claudia Tapardel, István Ujhelyi, Maria Grapini, Isabella De Monte

Proposal for a directive**Recital 9***Text proposed by the Commission*

(9) With a view to contributing to the mobility of persons involved in the operation of vessels across the Union and considering that all certificates of qualification, service record books and logbooks issued in accordance with this Directive should comply with *minimum* standards, 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.

Amendment

(9) With a view to contributing to the mobility of persons involved in the operation of vessels across the Union and considering that all certificates of qualification, service record books and logbooks issued in accordance with this Directive should comply with *high* 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.

Or. en

Amendment 88

Marie-Christine Arnautu

Proposal for a directive**Recital 10***Text proposed by the Commission*

(10) In view of the established cooperation between the Union and the CCNR since 2003 which has led to the establishment of a European Committee for drawing up Standards in Inland Navigation (CESNI), an international body set up under the auspices of the CCNR, and in order to streamline the legal frameworks governing the professional qualifications in

Amendment

(10) In view of the established cooperation between the Union and the CCNR since 2003 which has led to the establishment of a European Committee for drawing up Standards in Inland Navigation (CESNI), an international body set up under the auspices of the CCNR, and in order to streamline the legal frameworks governing the professional qualifications in

Europe, certificates of qualification, service record books and logbooks, issued in accordance with the Rhine Navigation Personnel Regulation under the Revised Convention for Rhine Navigation which lay down requirements that are identical to those of this Directive should be valid on all Union inland waterways. Such documents issued by third countries should be recognised in the Union, subject to reciprocity. To further remove barriers to labour mobility and further streamline the legal frameworks governing the professional qualifications in Europe, any certificate of qualification, service record book or logbook issued by a third country on the basis of requirements which are identical to those laid down in this Directive may also be recognised on all Union waterways, subject to an assessment by the Commission and subject to recognition by that third-country of documents issued in accordance with the present Directive .

Europe, certificates of qualification, service record books and logbooks, issued in accordance with the Rhine Navigation Personnel Regulation under the Revised Convention for Rhine Navigation which lay down requirements that are identical to those of this Directive should be valid on all Union inland waterways. Such documents issued by third countries should be recognised in the Union, subject to reciprocity. To further remove barriers to labour mobility and further streamline the legal frameworks governing the professional qualifications in Europe, any certificate of qualification, service record book or logbook issued by a third country on the basis of requirements which are identical to those laid down in this Directive may also be recognised on all Union waterways, subject to an assessment by the Commission ***and the relevant Member States*** and subject to recognition by that third-country of documents issued in accordance with the present Directive .

Or. fr

Amendment 89
Marie-Christine Arnautu

Proposal for a directive
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The Member States should have the right not to recognise professional qualifications issued by third countries if they believe that such recognition would lead to the loss of domestic inland navigation jobs.

Or. fr

Amendment 90
Notis Marias

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) Member States should issue certificates of qualification **only to** persons **that** have the minimum levels of competence, the minimum age, the minimum medical fitness and the navigation time required for obtaining a specific qualification.

Amendment

(12) Member States should issue certificates of qualification **after checking that the** persons **receiving them** have the minimum levels of competence, the minimum age, the minimum medical fitness and the navigation time required for obtaining a specific qualification.

Or. el

Amendment 91
Claudia Țapardel, István Ujhelyi, Isabella De Monte, Lucy Anderson

Proposal for a directive
Recital 12

Text proposed by the Commission

(12) Member States should issue certificates of qualification only to persons that have the **minimum** levels of competence, the minimum age, the minimum medical fitness and the navigation time required for obtaining a specific qualification.

Amendment

(12) Member States should issue certificates of qualification only to persons that have the **adequate** levels of competence, the minimum age, the minimum medical fitness and the navigation time required for obtaining a specific qualification.

Or. en

Amendment 92
Claudia Țapardel, István Ujhelyi, Isabella De Monte, Lucy Anderson

Proposal for a directive
Recital 13

Text proposed by the Commission

(13) To safeguard the mutual

Amendment

(13) To safeguard the mutual

recognition of qualifications, the certificates of qualification should be based on the competences necessary for the operation of vessels. Member States should ensure that persons receiving certificates of qualification have the corresponding *minimum* levels of competence, verified following an appropriate assessment. Such assessments may take the form of an administrative examination or may 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.

recognition of qualifications, the certificates of qualification should be based on the competences necessary for the operation of vessels. Member States should ensure that persons receiving certificates of qualification have the corresponding *necessary and adequate* levels of competence, verified following an appropriate assessment. Such assessments may take the form of an administrative examination or may 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.

Or. en

Amendment 93 **Notis Marias**

Proposal for a directive **Recital 14**

Text proposed by the Commission

(14) Due to the responsibility with respect to safety when exercising the profession of boatmaster, sailing with the aid of radar and bunkering liquefied natural gas-fuelled vessels or sailing liquefied natural gas-fuelled vessels, verification through practical examinations on whether the required level of competence has effectively been reached is required. Such practical examinations may be carried out using approved simulators, with a view to further facilitating the evaluation of competence.

Amendment

(14) Due to the responsibility with respect to safety when exercising the profession of boatmaster, sailing with the aid of radar and bunkering liquefied natural gas-fuelled vessels or sailing liquefied natural gas-fuelled vessels, verification through practical examinations on whether the required level of competence has effectively been reached is required ***before the certificates of qualification are issued.*** Such practical examinations may be carried out using approved simulators, with a view to further facilitating the evaluation of competence.

Or. el

Amendment 94

Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive

Recital 15

Text proposed by the Commission

(15) Approval of training programmes is necessary to verify that the programmes comply with common *minimum* requirements regarding content and organisation. Such compliance allows for *eliminating* unnecessary barriers to entering the profession by preventing those who already acquired the necessary skills during their vocational training from passing unnecessary additional examination. The existence of approved training programmes may also facilitate the entry of workers with prior experience from other sectors into the profession of inland navigation as they may benefit from dedicated training programmes that take account of their already acquired competences.

Amendment

(15) Approval of training programmes is necessary to verify that the programmes comply with common *necessary* requirements regarding content and organisation. Such compliance allows for *the elimination of* unnecessary barriers to entering the profession by preventing those who *have* already acquired the necessary skills during their vocational training from passing unnecessary additional examination. The existence of approved training programmes may also facilitate the entry of workers with prior experience from other sectors into the profession of inland navigation as they may benefit from dedicated training programmes that take account of their already acquired competences.

Or. en

Amendment 95

Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive

Recital 16

Text proposed by the Commission

(16) To further facilitate mobility for boatmasters, all Member States should be allowed, *where practicable*, to assess the *necessary competence for addressing specific risks for navigation for all inland waterway stretches in the Union where such risks are identified*.

Amendment

(16) To further facilitate mobility for boatmasters, all Member States should be allowed to assess the *competences necessary for navigating on a stretch with specific* risks.

Or. en

Amendment 96
Lucy Anderson

Proposal for a directive
Recital 16

Text proposed by the Commission

(16) To further facilitate mobility for boatmasters, all Member States should be allowed, *where practicable*, to assess the *necessary competence for addressing specific risks for navigation for all inland waterway stretches in the Union where such risks are identified*.

Amendment

(16) To further facilitate mobility for boatmasters, all Member States should be allowed to assess the *competences necessary for navigating on a stretch with specific risks*.

Or. en

Amendment 97
Wim van de Camp

Proposal for a directive
Recital 16

Text proposed by the Commission

(16) To further facilitate mobility for boatmasters, all Member States should be allowed, *where practicable*, to assess the *necessary competence for addressing specific risks for navigation for all inland waterway stretches in the Union where such risks are identified*.

Amendment

(16) To further facilitate mobility for boatmasters, all Member States should be allowed to assess the *competences necessary for navigating on a stretch with specific risks*.

Or. en

Amendment 98
Inés Ayala Sender

Proposal for a directive
Recital 16

Text proposed by the Commission

(16) To further facilitate mobility for boatmasters, all Member States should be allowed, *where practicable*, to assess the necessary competence *for addressing specific risks for navigation for all inland waterway stretches* in the Union where such risks are identified.

Amendment

(16) To further facilitate mobility for boatmasters, all Member States should be allowed to assess the competence *necessary for navigating on a stretch* in the Union where specific risks are identified.

Or. en

Amendment 99
Notis Marias

Proposal for a directive
Recital 19

Text proposed by the Commission

(19) To contribute to an efficient administration with respect to the issuing, renewing and withdrawing certificates of qualification, Member States should designate the competent authorities for implementing this Directive and set up registers for recording data on Union certificates of qualification, service record books and logbooks. In order to facilitate the exchange of information between Member States and with the Commission for the purpose of implementation, enforcement and evaluation of the Directive as well as for statistical purposes, for maintaining safety and for ease of navigation, Member States should report such information, including data on the certificates of qualifications, service record books and logbooks, in a database kept by the Commission.

Amendment

(19) To contribute to an efficient administration with respect to the issuing, renewing and withdrawing certificates of qualification, Member States should designate the competent authorities for implementing this Directive and set up registers for recording data on Union certificates of qualification, service record books and logbooks. In order to facilitate the exchange of information between Member States and with the Commission for the purpose of implementation, enforcement and evaluation of the Directive as well as for statistical purposes, for maintaining safety and for ease of navigation, Member States should report such information, including data on the certificates of qualifications, service record books and logbooks, in a database kept by the Commission, *with due respect for the principles of personal data protection*.

Or. el

Amendment 100

Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive

Recital 21

Text proposed by the Commission

(21) With a view to further reducing administrative burden whilst rendering the documents less prone to tampering, the Commission should as a second step, after the adoption of this Directive, ***examine the possibility*** of introducing ***an*** electronic ***version*** of service record books and logbooks, as well as ***electronic professional cards incorporating*** Union certificates of qualifications. In doing so, the Commission should take existing technologies in other modes of transport ***into account, in particular road transport***. After conducting an impact ***assessment*** including of cost-benefit and of the impacts on the fundamental rights, in particular in relation to the protection of personal data, the Commission should present, ***if appropriate, a proposal to the European Parliament and the Council***.

Amendment

(21) ***Council Directive 2014/112/EU^{1a} and this Directive represent the first two steps in establishing a coherent and modern legislative framework at Union level as regards the inland waterway transport labour market***. With a view to further reducing administrative burden whilst rendering the documents less prone to tampering, the Commission should as a second step, after the adoption of this Directive, ***begin the process*** of introducing electronic ***versions*** of service record books and logbooks, as well as Union certificates of qualifications. In doing so, the Commission should take ***into account*** existing technologies in other modes of transport. ***In addition, existing crewing requirements should be modernised in order to come to a harmonised, transparent, flexible and sustainable crewing system in the Union***. After conducting impact ***assessments*** including of cost-benefit and of the impacts on the fundamental rights, in particular in relation to the protection of personal data, the Commission should present ***appropriate proposals for those initiatives***.

^{1a} ***Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) Text with EEA relevance (OJ L 367, 23.12.2014, p. 86)***

Amendment 101**Karoline Graswander-Hainz****Proposal for a directive****Recital 21***Text proposed by the Commission*

(21) With a view to further reducing administrative burden whilst rendering the documents less prone to tampering, the **Commission should as a second step, after the adoption of this Directive, examine the possibility of introducing** an electronic version of service record books and logbooks, as well as electronic professional cards incorporating Union certificates of qualifications. In doing so, the Commission should take existing technologies in other modes of transport into account, in particular road transport. **After conducting an impact assessment including of cost-benefit and of the impacts on the fundamental rights, in particular in relation to the protection of personal data, the Commission should present, if appropriate, a proposal to the European Parliament and the Council.**

Amendment

(21) With a view to further reducing **the** administrative burden whilst rendering the documents less prone to tampering, the **European Parliament calls on the Commission to adopt a suitable legal framework for the introduction** of an electronic version of service record books and logbooks, as well as electronic professional cards incorporating Union certificates of qualifications. In doing so, the Commission should take existing technologies in other modes of transport into account, in particular road transport. **Tamper-proof equipment should also be provided for the electronic recording of working hours and duties performed by all crew members.**

Amendment 102**Gesine Meissner****Proposal for a directive****Recital 21 a (new)***Text proposed by the Commission**Amendment*

(21a) In order to develop an up-to-date, coherent and consistent legislative framework for inland waterway transport this Directive needs to be completed by a

redesign of the Union manning requirements (crew composition, navigation and resting time). This would allow for a drastic reduction of the number of enforceable rules which could be easily controlled with the help of electronic professional cards and electronic vessels units, thus discouraging current unlawful social practices and eventually boosting competition and ensuring fair competition in the sector.

Or. en

Amendment 103
Keith Taylor

Proposal for a directive
Recital 22

Text proposed by the Commission

(22) In order to ensure uniform conditions for the implementation of this Directive, ***implementing powers should be conferred on the Commission to adopt decisions approving measures proposed by the Member States*** with respect to requirements for the competence for specific risks on certain stretches of inland waterways.

Amendment

(22) In order to ensure uniform conditions for the implementation of this Directive, the Commission ***should consider proposing measures based on cooperation with*** Member States with respect to requirements for the competence for specific risks on certain stretches of inland waterways.

Or. en

Amendment 104
Lucy Anderson

Proposal for a directive
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) Council Directive 2014/112/EU^{1a} and this Directive need to be complemented with Union legislation on

both the introduction of electronic tools and on harmonisation of the crewing requirements in order to ensure a level playing field for the Union inland waterway labour market covering working and resting time, professional qualifications and crewing requirements. The Commission should therefore, after the adoption of this Directive, present, if appropriate, a proposal to the European Parliament and to the Council establishing a Union legal framework for a transparent, flexible and sustainable crewing system. This should be done, after conducting an impact assessment, taking into account technological and non-technological changes that have an impact on workload on board of vessels.

^{1a} Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) Text with EEA relevance (OJ L 367, 23.12.2014, p. 86)

Or. en

Amendment 105
Inés Ayala Sender

Proposal for a directive
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) Council Directive 2014/112/EU^{1a} and this Directive need to be complemented with Union legislation on both the introduction of electronic tools and on harmonisation of the crewing

requirements in order to ensure a level playing field for the Union inland waterway labour market covering working and resting time, professional qualifications and crewing requirements. The Commission should therefore, after the adoption of this Directive, present, if appropriate, a proposal to the European Parliament and to the Council establishing a Union legal framework for a transparent, flexible and sustainable crewing system. This should be done, after conducting an impact assessment, taking into account technological and non-technological changes that have an impact on workload on board of vessels.

^{1a} Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) Text with EEA relevance (OJ L 367, 23.12.2014, p. 86)

Or. en

Amendment 106
Keith Taylor

Proposal for a directive
Recital 22 a (new)

Text proposed by the Commission

Amendment

(22a) Existing legislation may need to be complemented to ensure a coherent, fair and just application, including of Council Directive 2014/112/EU^{1a}; in view of technological developments, the introduction of electronic logbooks and tachographs to ensure the proper

application of working and rest time rules in inland waterways should be considered.

^{1a} Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) Text with EEA relevance (OJ L 367, 23.12.2014, p. 86)

Or. en

Amendment 107
Wim van de Camp

Proposal for a directive
Recital 24

Text proposed by the Commission

(24) In order to provide minimum harmonised standards for the certification of qualifications and to facilitate the exchange of information between Member States and the implementation, monitoring and evaluation of this Directive 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 as regards 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 a database kept by the Commission to host a copy of key data related to Union certificates of qualifications, service record books, logbooks and recognised documents. It is of particular importance that the

Amendment

(24) In order to provide minimum harmonised standards for the certification of qualifications and to facilitate the exchange of information between Member States and the implementation, monitoring and evaluation of this Directive 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 as regards 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 a database kept by the Commission to host a copy of key data related to Union certificates of qualifications, service record books, logbooks and recognised documents. It is of particular importance that the

Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council. *For reason of efficiency, the Commission should have the possibility to designate a body, such as CESNI, for the purpose of receiving notifications and publishing information related for example, to the list of competent authorities and approved training programmes considering the recurrent character of these tasks.*

Or. en

Amendment 108

Notis Marias

Proposal for a directive

Recital 24

Text proposed by the Commission

(24) In order to provide minimum harmonised standards for the certification of qualifications and to facilitate the exchange of information between Member States and the implementation, monitoring and evaluation of this Directive 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 as regards 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 a database kept by the Commission to host a copy of key data related to Union certificates of qualifications, service record books, logbooks and recognised documents. It is

Amendment

(24) In order to provide minimum harmonised standards for the certification of qualifications and to facilitate the exchange of information between Member States and the implementation, monitoring and evaluation of this Directive 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 as regards the setting of standards of **professional** 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 a database kept by the Commission to host a copy of key data related to Union certificates of qualifications, service record books, logbooks and recognised

of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

documents. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level. The Commission when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Or. el

Amendment 109

Keith Taylor

Proposal for a directive

Recital 25 a (new)

Text proposed by the Commission

Amendment

(25a) The Commission should ensure a level playing field for all seafarers working on or engaged in exclusive and regular trade in the Union and should stop any downward spiral in salaries and discriminatory practices on grounds of nationality and/or place of residence or flag of registration.

Or. en

Amendment 110

Peter van Dalen

Proposal for a directive

Recital 26

Text proposed by the Commission

Amendment

(26) The CESNI which is open to experts from all Member States, draws up standards in the field of inland navigation, including for professional qualifications. ***The Commission may take into account such standards when empowered to adopt***

(26) The CESNI, ***a committee for cooperation between the Member States, the Central Commission for the Navigation on the Rhine and relevant international organisations***, which is open to experts from all Member States, draws

acts in *conformity* with this Directive.

up standards in the field of inland navigation, including for professional qualifications. ***European River Commissions are of crucial importance to the work of CESNI, whereas other stakeholders are associated as well. Where the conditions specified in this Directive are met, the Commission should refer to CESNI standards when adopting implementing and delegated acts in accordance*** with this Directive.

Or. en

Amendment 111

Claudia Țapardel, István Ujhelyi, Maria Grapini, Isabella De Monte

Proposal for a directive

Recital 26

Text proposed by the Commission

(26) The CESNI which is open to experts from all Member States, draws up standards in the field of inland navigation, including for professional qualifications. The Commission may take into account such standards when empowered to adopt acts in conformity with this Directive.

Amendment

(26) The CESNI which is open to experts from all Member States, ***social partners and professional associations***, draws up standards in the field of inland navigation, including for professional qualifications ***and social conditions***. The Commission, ***in consultation with the European Parliament***, may take into account such standards when empowered to adopt acts in conformity with this Directive.

Or. en

Amendment 112

Notis Marias

Proposal for a directive

Recital 26

Text proposed by the Commission

(26) The CESNI which is open to

Amendment

(26) The CESNI which is open to

experts from all Member States, draws up standards in the field of inland navigation, including for professional qualifications. The Commission may take into account such standards when empowered to adopt acts in conformity with this Directive.

experts from all Member States, draws up standards in the field of inland navigation, including for professional qualifications, ***which shall apply to the Member States of the Union.*** The Commission may take into account such standards when empowered to adopt acts in conformity with this Directive.

Or. el

Amendment 113
Merja Kyllönen

Proposal for a directive
Recital 28 a (new)

Text proposed by the Commission

Amendment

(28a) In order to improve gender balance and in view of the staffing shortage in the inland waterway sector, access to the profession for women should be promoted and gender-based violence and hostility combatted.

Or. en

Amendment 114
Lucy Anderson

Proposal for a directive
Recital 28 a (new)

Text proposed by the Commission

Amendment

(28a) In order to improve gender balance in the inland waterway sector, access to the profession for women should be promoted and gender-based violence and hostility combatted. This is even more important in view of the staffing shortage in the sector.

Or. en

Amendment 115
Keith Taylor

Proposal for a directive
Recital 28 a (new)

Text proposed by the Commission

Amendment

(28a) As the unions representing the inland waterway sector maintain that gender-based violence and hostility constitute main barriers for women's access to the sector, those issues need urgent attention from the Commission and the Member States.

Or. en

Amendment 116
Claudia Tapardel, István Ujhelyi, Jens Nilsson, Isabella De Monte

Proposal for a directive
Recital 28 a (new)

Text proposed by the Commission

Amendment

(28a) In order to improve gender balance and in view of the staffing shortage in the inland waterway sector, access to the profession for women should be promoted and gender-based violence and hostility combatted.

Or. en

Amendment 117
Peter van Dalen

Proposal for a directive
Article 1 – paragraph 1

Text proposed by the Commission

This Directive lays down the conditions and procedures for the certification of the qualifications of persons involved in the operation of a vessel for the carriage of goods and passengers by inland waterways in the Union, as well as the recognition of such qualifications in the Member States.

Amendment

This Directive lays down the conditions and procedures for the certification of the qualifications of persons involved in the operation of a vessel for the carriage of goods and passengers by inland waterways in the Union, as well as the recognition of such qualifications in the Member States.

These conditions and procedures are developed in correspondence with the work of CESNI, a committee for cooperation between the Member States, the Central Commission for the Navigation on the Rhine and relevant international organisations.

Or. en

Amendment 118
Roberts Zile

Proposal for a directive
Article 2 – paragraph 1 – introductory part

Text proposed by the Commission

1. This Directive applies to deck crew members, persons who are involved in the operation of bunkering vessels using liquefied natural gas as fuel and passenger navigation experts of the following vessels on any Union inland **waterway**:

Amendment

1. This Directive applies to deck crew members, persons who are involved in the operation of bunkering vessels using liquefied natural gas as fuel and passenger navigation experts of the following vessels on any Union inland **waterways that have been classified as inland waterways of the Union in accordance with Article 4 of Directive (EU) 2016/1629 of the European Parliament and of the Council^{1a}**:

^{1a} Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive

Justification

For the sake of legal certainty and better regulation the geographical scope of the proposed directive should be the same as the one of Directive (EU) 2016/1629 given that the crafts concerned are the same. The application of the proposed Directive to “any” inland waterway would result in a legal discrepancy. In addition, the fact that there are number of Member States considered as not having inland waterways transport would render any EU action on professional qualifications in inland navigation disproportionate and unjustifiable for those Member States.

Amendment 119

Keith Taylor

Proposal for a directive

Article 2 – paragraph 1 – introductory part

Text proposed by the Commission

1. This Directive applies to deck crew members, persons who are involved in the operation of bunkering vessels **using liquefied natural gas as fuel** and passenger navigation **experts** of the following vessels on any Union inland waterway:

Amendment

1. This Directive applies to deck crew members, persons who are involved in the operation of bunkering vessels and passenger navigation **deck crew members** of the following vessels on any Union inland waterway:

Justification

As stated in Article 1, the Directive applies to bunkering vessels and should do regardless of type of fuel

Amendment 120

Wim van de Camp

Proposal for a directive

Article 2 – paragraph 2 – introductory part

Text proposed by the Commission

2. This Directive does not apply to

Amendment

2. This Directive does not apply to

persons *involved in the operation of*:

persons:

Or. en

Amendment 121
Wim van de Camp

Proposal for a directive
Article 2 – paragraph 2 – point a

Text proposed by the Commission

Amendment

(a) *recreational craft*;

(a) *navigating for sport or pleasure*;

Or. en

Amendment 122
Wim van de Camp

Proposal for a directive
Article 2 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) ferries not moving independently.

(b) *involved in the operation of* ferries not moving independently;

Or. en

Amendment 123
Wim van de Camp

Proposal for a directive
Article 2 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) *involved in the operation of craft used by armed forces, forces maintaining public order, civil defence services, waterway administrations, fire services and other emergency services.*

Or. en

Amendment 124

Roberts Zile

Proposal for a directive

Article 2 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) crafts operating limited journeys of local interest or temporally within a Member State, where the total distance from the departure point is less than three nautical miles; or crafts operating in lakes or rivers, which have no navigable inland waterway connection to the navigable inland waterway network of another Member State or crafts operating a journey of not more than two nautical miles away from the nearest coast or island or crafts operating in harbour areas.

Or. en

Justification

Small crafts operating in limited journeys of purely local interest (within small lakes or near the estuary of a river or connecting two river shores), crafts operating temporally due to weather conditions or crafts operating within a port area (mainly on estuaries), should not be included under the scope of this directive.

Amendment 125

Marie-Christine Arnautu

Proposal for a directive

Article 2 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) vessels used to carry out sovereign tasks, for example in the armed forces, civil protection services, law-enforcement services, river administration or fire services;

Amendment 126
Henna Virkkunen

Proposal for a directive
Article 2 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) vessels for which the technical requirements laid down in Directive (EU) 2016/1629 of the European Parliament and of the Council ^{1a} do not apply.

^{1a} Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L252, 16.9.2016, p. 118)

Or. en

Amendment 127
Merja Kyllönen

Proposal for a directive
Article 2 – paragraph 2 – point b a (new)

Text proposed by the Commission

Amendment

(ba) vessels that are not covered by the scope of Directive (EU) 2016/1629 of the European Parliament and of the Council ^{1a}.

^{1a} Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive

Amendment 128
Roberts Zile

Proposal for a directive
Article 2 – paragraph 2 – point b b (new)

Text proposed by the Commission

Amendment

(bb) crafts in inlets subject to the requirements of Directive 2008/106/EC of the European Parliament and of the Council ^{1a} in accordance with national law.

^{1a} Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (OJ L 323, 3.12.2008, p. 33)

Amendment 129
Christine Revault D'Allonnes Bonnefoy

Proposal for a directive
Article 2 a (new)

Text proposed by the Commission

Amendment

Article 2a

Classification of inland waterways

1. For the purposes of this Directive, the inland waterways of the Union shall be classified as follows:

(a) Zones 1, 2, 3 and 4:

(i) Zones 1 and 2: the waterways listed in Chapter 1 of Annex I of Directive

(EU) 2016/1629 of the European Parliament and of the Council ^{1a};

(ii) Zone 3: the waterways listed in Chapter 2 of Annex I of Directive (EU) 2016/1629;

(iii) Zone 4: all other inland waterways which can be navigated under national law by craft falling within the scope of this Directive.

(b) Zone R: those of the waterways referred to in point (a) for which certificates are to be issued in accordance with Article 23 of the Revised Convention on the Navigation on the Rhine.

2. The Commission shall, only on request by a Member State, be empowered to adopt delegated acts in accordance with Article 24a of Directive (EU) 2016/1629 to amend Annex I of that Directive so as to modify the classification of a waterway, including addition and deletion of waterways, within the territory of that Member State."

^{1a} Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L252, 16.9.2016, p. 118)

Or. en

Amendment 130
Renaud Muselier

Proposal for a directive
Article 3 – paragraph 1 – point 1

Text proposed by the Commission

(1) 'inland waterway' means *a stretch of water not part of the sea, open to*

Amendment

(1) 'inland waterway' means *inland waterways as defined in Article 4 of*

navigation;

Directive (EU) 2016/1629^{1a} laying down technical requirements for inland waterway vessels;

^{1a}Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L 252, 16.9.2016, p. 118).

Or. fr

Amendment 131
Roberts Zile

Proposal for a directive
Article 3 – paragraph 1 – point 1

Text proposed by the Commission

(1) ‘inland waterway’ means *a stretch of water not part of the sea, open to navigation;*

Amendment

(1) ‘inland waterway’ means *the inland waterways referred to in Article 4 of Directive (EU) 2016/1629 of the European Parliament and of the Council^{1a}.*

^{1a} Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L252, 16.9.2016, p. 118)

Or. en

Justification

For the sake of legal certainty and better regulation the geographical scope of the proposed directive should be the same as the one of Directive (EU) 2016/1629 given that the crafts concerned are the same. The application of the proposed Directive to “any” inland waterway would result in a legal discrepancy. In addition, the fact that there are number of Member

States considered as not having inland waterways transport would render any EU action on professional qualifications in inland navigation disproportionate and unjustifiable for those Member States.

Amendment 132

Keith Taylor

Proposal for a directive

Article 3 – paragraph 1 – point 6

Text proposed by the Commission

(6) ‘deck crew members’ means persons involved in the operation of a vessel navigating on Union inland waterways carrying out tasks related to navigation, cargo handling, stowage, maintenance or repair, with the exception of persons solely assigned to the operation of the engines, electrical and electronic equipment;

Amendment

(6) ‘deck crew members’ means persons involved in the operation of a vessel navigating on Union inland waterways carrying out tasks related to navigation, cargo **and passenger** handling, stowage, maintenance or repair, with the exception of persons solely assigned to the operation of the engines, electrical and electronic equipment;

Or. en

Amendment 133

Inés Ayala Sender

Proposal for a directive

Article 3 – paragraph 1 – point 8

Text proposed by the Commission

8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has **nautical** responsibility for the vessel;

Amendment

8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has responsibility for the vessel, **including the crew and cargo**;

Or. es

Amendment 134

Claudia Țapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Article 3 – paragraph 1 – point 8

Text proposed by the Commission

(8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has nautical responsibility for the vessel;

Amendment

(8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has nautical responsibility for the vessel, ***the crew and the cargo;***

Or. en

Amendment 135
Keith Taylor

Proposal for a directive
Article 3 – paragraph 1 – point 8

Text proposed by the Commission

(8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has ***nautical*** responsibility for the vessel;

Amendment

(8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has ***full*** responsibility for the vessel, ***the crew and the cargo;***

Or. en

Amendment 136
Lucy Anderson

Proposal for a directive
Article 3 – paragraph 1 – point 8

Text proposed by the Commission

(8) ‘boatmaster’ means a deck crew member qualified to sail a vessel on the Member States’ inland waterways and who has ***nautical*** responsibility for the vessel;

Amendment

(8) 'boatmaster' means a deck crew member qualified to sail a vessel on the Member States' Inland waterways and who has ***full*** responsibility for the vessel, ***the crew and the cargo.***

Or. en

Amendment 137
Keith Taylor

Proposal for a directive
Article 3 – paragraph 1 – point 10

Text proposed by the Commission

(10) ‘competence’ means the proven ability to use knowledge *and skills required by* the established standards for the proper performance of tasks necessary for the operation of inland waterway vessels;

Amendment

(10) ‘competence’ means the proven ability to use knowledge, *skills and personal, social and/or methodological abilities in relation to* the established standards for the proper performance of tasks necessary for the operation of inland waterway vessels;

Or. en

Amendment 138
Gesine Meissner

Proposal for a directive
Article 3 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘large convoy’ means a pushed convoy *composed* of the *pusher and seven* or more *barges*;

Amendment

(12) ‘large convoy’ means a pushed convoy *for which the product* of the *total length and the total width is 6000 square metres* or more;

Or. en

Amendment 139
Andor Deli, Ádám Kósa

Proposal for a directive
Article 3 – paragraph 1 – point 12

Text proposed by the Commission

(12) ‘large convoy’ means a pushed convoy *composed* of the *pusher and seven*

Amendment

(12) ‘large convoy’ means a pushed convoy *for which the product* of the *total*

or more **barges**;

length and the total width is 4000 square meters or more;

Or. en

Justification

Changing the way in which the definition of large convoy is expressed in Article 3 from the number of barges in the convoy to the total surface area expressed in square meters will support the objective of ensuring navigational safety by covering also large convoys of 5 barges (equivalent to convoys with a surface of 4000 square metres) which also have reduced manoeuvrability and increased inertia. It will also bring the Union definition in line with a similar definition of "large convoy" in a regulation adopted by the 11 members of the Danube Commission.

Amendment 140 **Wim van de Camp**

Proposal for a directive **Article 3 – paragraph 1 – point 12**

Text proposed by the Commission

(12) ‘large convoy’ means a pushed convoy **composed of the pusher and seven** or more **barges**;

Amendment

(12) ‘large convoy’ means a pushed convoy **for which the product of the total length and the total width is 6000 square metres** or more;

Or. en

Amendment 141 **Claudia Țapardel, István Ujhelyi, Isabella De Monte**

Proposal for a directive **Article 3 – paragraph 1 – point 12**

Text proposed by the Commission

(12) ‘large convoy’ means a pushed convoy **composed of the pusher and seven** or more **barges**;

Amendment

(12) ‘large convoy’ means a pushed convoy **for which the product of total length and total width is 6000 square metres** or more;

Or. en

Amendment 142
Inés Ayala Sender

Proposal for a directive
Article 3 – paragraph 1 – point 14

Text proposed by the Commission

14) ‘logbook’ means an official record of the journeys made by a vessel;

Amendment

14) ‘logbook’ means an official record of the journeys made by a vessel **and its crew**;

Or. es

Amendment 143
Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Article 3 – paragraph 1 – point 14

Text proposed by the Commission

(14) ‘logbook’ means an official record of the journeys made by a vessel;

Amendment

(14) ‘logbook’ means an official record of the journeys made by a vessel **and its crew**;

Or. en

Amendment 144
Lucy Anderson

Proposal for a directive
Article 3 – paragraph 1 – point 14

Text proposed by the Commission

(14) ‘logbook’ means an official record of the journeys made by a vessel;

Amendment

(14) ‘logbook’ means an official record of the journeys made by a vessel **and its crew**;

Or. en

Amendment 145
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Article 4 – paragraph 2

Text proposed by the Commission

2. A Member State may exempt all deck crew members or groups of crew members having a specific qualification operating exclusively on national inland waterways ***not linked to the navigable network of another Member State*** from the obligation set out in paragraph 1. That Member State may issue national certificates of qualification for desk crew members under conditions that differ from the general conditions set out in this Directive. ***The validity of those national certificates of qualification shall be limited to those national inland waterways which are not linked to the navigable network of another Member State.***

Amendment

2. A Member State may exempt all deck crew members or groups of crew members having a specific qualification operating exclusively on national inland waterways from the obligation set out in paragraph 1. That Member State may issue national certificates of qualification for desk crew members under conditions that differ from the general conditions set out in this Directive.

Or. pl

Amendment 146
Christine Revault D'Allonnes Bonnefoy

Proposal for a directive
Article 6 – paragraph 1 – point e a (new)

Text proposed by the Commission

Amendment

(ea) sailing on the Rhine river.

Or. en

Amendment 147
Inés Ayala Sender

Proposal for a directive
Article 6 a (new)

Article 6 a

Member State may grant exemptions to issue certificates of qualification to the persons referred in Article 4(1), Article 5(1) and Article 6 under conditions that differ from the general conditions set out in this Directive provided that such certificates ensure an adequate level of safety. The validity of such national certificates of qualification shall be limited to those national inland waterways which are not linked to a navigable inland waterway of another Member State. The recognition of those certificates in other Member States shall be subject to this Directive.

Or. en

**Amendment 148
Peter van Dalen**

**Proposal for a directive
Article 8 – paragraph 1 – introductory part**

Text proposed by the Commission

1. When necessary for ensuring safety of navigation, Member States **may** identify stretches of inland waterways with specific risks, **except for** inland waterways **of** a maritime character referred to in Article 7, where such risks are due to:

Amendment

1. When necessary for ensuring safety of navigation, Member States, **or the relevant European River Commission,** **may** identify stretches of inland waterways with specific risks, **taking into account where appropriate the advice of the relevant European River Commission,** **and with the exception of** inland waterways **with** a maritime character referred to in Article 7, where such risks are due to:

Or. en

Amendment 149

Claudia Țapardel, István Ujhelyi, Isabella De Monte, Olga Sehnalová

Proposal for a directive

Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

1. When necessary for ensuring safety of navigation, Member States may identify stretches of inland waterways with specific risks, except for inland waterways of a maritime character referred to in Article 7, where such risks are due to:

Amendment

1. When necessary for ensuring safety of navigation, Member States may identify stretches of inland waterways with specific risks, except for inland waterways of a maritime character referred to in Article 7, ***and only based on strict criteria established by the Commission with the participation of experts and professional associations from the Member States,*** where such risks are due to:

Or. en

Amendment 150

Maria Grapini

Proposal for a directive

Article 8 – paragraph 1 – introductory part

Text proposed by the Commission

1. When necessary for ensuring safety of navigation, Member States ***may*** identify stretches of inland waterways with specific risks, except for inland waterways of a maritime character referred to in Article 7, where such risks are due to:

Amendment

1. When necessary for ensuring safety of navigation, Member States ***shall*** identify stretches of inland waterways with specific risks, except for inland waterways of a maritime character referred to in Article 7, where such risks are due to:

Or. ro

Amendment 151

Claudia Țapardel, István Ujhelyi, Maria Grapini, Isabella De Monte

Proposal for a directive

Article 8 – paragraph 1 – point c

Text proposed by the Commission

(c) the presence of a specific local traffic regulation not ***part of*** the European Code for Navigation on Inland Waterways justified by specific hydro-morphological features.

Amendment

(c) the presence of a specific local traffic regulation not ***based upon*** the European Code for Navigation on Inland Waterways justified by specific hydro-morphological features.

Or. en

Amendment 152
Wim van de Camp

Proposal for a directive
Article 8 – paragraph 1 – point c

Text proposed by the Commission

(c) the presence of a specific local traffic regulation not ***part of*** the European Code for Navigation on Inland Waterways justified by specific hydro-morphological features.

Amendment

(c) the presence of a specific local traffic regulation not ***based upon*** the European Code for Navigation on Inland Waterways justified by specific hydro-morphological features.

Or. en

Amendment 153
Christine Revault D'Allonnes Bonnefoy

Proposal for a directive
Article 8 – paragraph 1 – point c a (new)

Text proposed by the Commission

Amendment

- (ca) ***a high frequency of accidents; or***
- (e) ***high traffic density; or***
- (f) ***specific navigation regulation due to specific non hydro-morphological features.***

Member States may use one or more of the criteria mentioned above in order to introduce stretches of inland waterways

with specific risks.

Or. en

Amendment 154
Marie-Christine Arnautu

Proposal for a directive
Article 8 – paragraph 2

Text proposed by the Commission

Amendment

2. Member States shall notify the Commission of the measures they intend to adopt pursuant to paragraph 1 of this Article and Article 18, together with the reasoning on which the measure is based.

deleted

The Member State shall not adopt the measure for six months from the date of notification.

Or. fr

Amendment 155
Renaud Muselier

Proposal for a directive
Article 8 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Amendment

Member States shall notify the Commission of the measures they intend to adopt pursuant to paragraph 1 of this Article and Article 18, together with the reasoning on which the measure is based.

Member States shall notify the Commission of the measures they intend to adopt pursuant to paragraph 1 of this Article and Article 18, together with the reasoning on which the measure is based ***at least six months before the proposed date of adoption.***

Or. fr

Justification

In keeping with the principle of subsidiarity, the Member States seem to be in the best position

to identify the sections which pose specific risks. The procedure proposed by the Commission is administratively burdensome and disproportionate.

Amendment 156
Renaud Muselier

Proposal for a directive
Article 8 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

The Member State shall not adopt the measure for six months from the date of notification.

deleted

Or. fr

Amendment 157
Maria Grapini

Proposal for a directive
Article 8 – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

The Member State shall not adopt the measure for *six* months from the date of notification.

The Member State shall not adopt the measure for ***four*** months from the date of notification.

Or. ro

Amendment 158
Renaud Muselier

Proposal for a directive
Article 8 – paragraph 3

Text proposed by the Commission

Amendment

3. *Within a period of six months from the notification, the Commission shall issue an implementing decision approving the proposed measures if they are in accordance with this Article and*

deleted

with Article 18, or, if it is not the case, requiring the Member State to amend or not adopt the proposed measure.

Or. fr

Amendment 159
Marie-Christine Arnautu

Proposal for a directive
Article 8 – paragraph 3

Text proposed by the Commission

Amendment

3. *Within a period of six months from the notification, the Commission shall issue an implementing decision approving the proposed measures if they are in accordance with this Article and with Article 18, or, if it is not the case, requiring the Member State to amend or not adopt the proposed measure.* **deleted**

Or. fr

Amendment 160
Renaud Muselier

Proposal for a directive
Article 8 – paragraph 4 – subparagraph 1

Text proposed by the Commission

Amendment

The measures adopted by the Member States in accordance with this Article shall be communicated to the Commission. **deleted**

Or. fr

Amendment 161
Renaud Muselier

Proposal for a directive
Article 8 – paragraph 4 – subparagraph 2

Text proposed by the Commission

The Commission shall publish the measures adopted by the Member States, together with the reasoning referred to in paragraph 2.

Amendment

deleted

Or. fr

Amendment 162
Marie-Christine Arnautu

Proposal for a directive
Article 9 – paragraph 5 – subparagraph 1

Text proposed by the Commission

Upon receiving the request referred to in paragraph 4, the Commission shall carry out an assessment of the certification systems in the third country for which the request for recognition was submitted, in order to determine whether the issuing of these documents is subject to requirements identical to those laid down in this Directive.

Amendment

Upon receiving the request referred to in paragraph 4, the Commission **and the relevant Member States** shall carry out an assessment of the certification systems in the third country for which the request for recognition was submitted, in order to determine whether the issuing of these documents is subject to requirements identical to those laid down in this Directive.

Or. fr

Amendment 163
Renaud Muselier

Proposal for a directive
Article 9 – paragraph 5 – subparagraph 2

Text proposed by the Commission

If this requirement is met, the Commission shall adopt an implementing act on the recognition in the Union of the certificates, record books or logbooks issued by that

Amendment

If this requirement is met, the Commission shall adopt an implementing act on the recognition in the Union of the certificates, record books or logbooks issued by that

third country, subject to that third country recognising within its jurisdiction Union documents issued pursuant to the present Directive.

third country, subject to that third country recognising within its jurisdiction Union documents issued pursuant to the present Directive ***and undertaking to present evidence every five years that its national rules are consistent with the provisions of this directive.***

Or. fr

Amendment 164
Marie-Christine Arnautu

Proposal for a directive
Article 9 – paragraph 5 – subparagraph 2

Text proposed by the Commission

If this requirement is met, the Commission shall adopt an implementing act on the recognition in the Union of the certificates, record books or logbooks issued by that third country, subject to that third country recognising within its jurisdiction Union documents issued pursuant to the present Directive.

Amendment

If this requirement is met ***and the Member States have agreed***, the Commission shall adopt an implementing act on the recognition in the Union of the certificates, record books or logbooks issued by that third country, subject to that third country recognising within its jurisdiction Union documents issued pursuant to the present Directive.

Or. fr

Amendment 165
Christine Revault D'Allonnes Bonnefoy

Proposal for a directive
Article 10 – paragraph 3

Text proposed by the Commission

3. The Commission shall adopt implementing acts establishing models for Union certificates of qualification. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 30(2). When adopting those acts the Commission ***may make*** a

Amendment

3. The Commission shall adopt implementing acts establishing models for Union certificates of qualification. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 30(2).

reference to standards established by *an international body*.

When adopting those acts the Commission *shall make and keep up-to-date* a reference to standards established by *CESNI and set the date of application provided that*

(a) *those standards are available and up-to-date;*

(b) *Union interests are not compromised by changes in the decision-making process of CESNI.*

Where these conditions are not met, the Commission may provide for or refer to other standards.

Or. en

Amendment 166
Inés Ayala Sender

Proposal for a directive
Article 10 – paragraph 3

Text proposed by the Commission

3. The Commission shall adopt implementing acts establishing models for Union certificates of qualification. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 30(2). When adopting those acts the Commission may make a reference to standards established by an international body.

Amendment

3. The Commission shall adopt implementing acts establishing models for Union certificates of qualification. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 30(2). When adopting those acts the Commission may make a reference to standards established by an international body, *where possible and relevant to the European Union's interests*.

Or. es

Amendment 167
Claudia Țapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Article 10 – paragraph 5

Text proposed by the Commission

5. Without prejudice to the limitation referred to in paragraph 4, Union certificates of qualification for boatmasters shall be valid up to a maximum of **10** years.

Amendment

5. Without prejudice to the limitation referred to in paragraph 4, Union certificates of qualification for boatmasters shall be valid up to a maximum of **15** years.

Or. en

Amendment 168
Renaud Muselier

Proposal for a directive
Article 10 – paragraph 5

Text proposed by the Commission

5. Without prejudice to the limitation referred to in paragraph 4, Union certificates of qualification for boatmasters shall be valid up to a maximum of **10** years.

Amendment

5. Without prejudice to the limitation referred to in paragraph 4, Union certificates of qualification for boatmasters shall be valid up to a maximum of **15** years.

Or. fr

Amendment 169
Wim van de Camp

Proposal for a directive
Article 13 – paragraph 1

Text proposed by the Commission

When there are indications that the requirements for certificates of qualifications or specific authorisations are no longer met, the Member States shall undertake all necessary assessments and, where appropriate, withdraw those certificates.

Amendment

When there are indications that the requirements for certificates of qualifications or specific authorisations are no longer met, the Member States shall undertake all necessary assessments and, where appropriate, withdraw those certificates. ***The validity of a Union certificate of qualification may be***

temporarily suspended by any Member State where that Member State considers such suspension necessary for reasons of safety or public order. Member States shall record without undue delay suspensions and withdrawals in the database referred to in Article 23(2).

Or. en

Amendment 170

Claudia Țapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive

Article 13 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

The validity of the Union certificate of qualification may be temporarily suspended by any Member State where that Member States deems such suspension to be necessary on grounds of safety and public order. Member States shall record without delay suspensions and withdrawals in the database referred to in Article 23(2).

Or. en

Amendment 171

Peter van Dalen

Proposal for a directive

Article 15 – paragraph 1

Text proposed by the Commission

Amendment

1. The Commission shall be empowered to adopt delegated acts in accordance with Article 29 to lay down the standards for competences and corresponding knowledge and skills in compliance with the essential requirements set out in Annex II.

1. The Commission shall be empowered to adopt delegated acts in accordance with Article 29 to lay down the standards for competences and corresponding knowledge and skills in compliance with the essential requirements set out in Annex II. *These delegated acts*

will be developed by CESNI.

Or. en

Amendment 172

Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Article 15 – paragraph 1 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

When exercising its power of delegation the Commission shall make and keep up-to-date a reference to standards established by CESNI and set the date of application provided that

(a) those standards are available and up-to-date;

(b) they comply with the essential requirements set out in Annex II;

(c) Union interests are not compromised by changes in the decision-making process of CESNI.

Or. en

Amendment 173

Marie-Christine Arnautu

Proposal for a directive

Article 15 – paragraph 4

Text proposed by the Commission

Amendment

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 29 to lay down standards for practical examinations referred to in paragraph 3 specifying the specific competences and the conditions to be tested during the practical examinations, as well as the minimum requirements for the vessels on which a practical

4. The Commission shall be empowered, ***with the agreement of the Member States that have internal waterways***, to adopt delegated acts in accordance with Article 29 to lay down standards for practical examinations referred to in paragraph 3 specifying the specific competences and the conditions to be tested during the practical examinations,

examination may be taken.

as well as the minimum requirements for the vessels on which a practical examination may be taken.

Or. fr

Amendment 174

Peter van Dalen

Proposal for a directive

Article 15 – paragraph 4

Text proposed by the Commission

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 29 to lay down standards for practical examinations referred to in paragraph 3 specifying the specific competences and the conditions to be tested during the practical examinations, as well as the minimum requirements for the vessels on which a practical examination may be taken.

Amendment

4. The Commission shall be empowered to adopt delegated acts in accordance with Article 29 to lay down standards for practical examinations referred to in paragraph 3 specifying the specific competences and the conditions to be tested during the practical examinations, as well as the minimum requirements for the vessels on which a practical examination may be taken. ***These delegated acts will be developed by CESNI.***

Or. en

Amendment 175

Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Article 15 – paragraph 4 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

When exercising its power of delegation the Commission shall make and keep up-to-date a reference to standards established by CESNI and set the date of application provided that

(a) those standards are available and up-to-date;

(b) Union interests are not compromised by changes in the decision-making process of CESNI.

Or. en

Amendment 176

Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive

Article 16 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

The Commission shall adopt implementing acts establishing models for practical examination certificates. When adopting these acts, the Commission shall make reference to standards established by an international body and taking into account the opinion of experts from Members States and professional associations.

The standards put forward need to be up-to-date and available in all Member State languages.

Or. en

Amendment 177

Inés Ayala Sender

Proposal for a directive

Article 16 a (new)

Text proposed by the Commission

Amendment

Article 16 a

The Commission shall adopt implementing acts establishing models for practical examination certificates. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 30(2). When

adopting those acts, the Commission should make a reference, where applicable, to standards established by international bodies dealing with recognition of professional qualifications in inland navigation.

Or. en

Amendment 178

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 17 – paragraph 1

Text proposed by the Commission

1. Training programmes leading to diplomas or certificates demonstrating compliance with the standards of competence referred to in Article 15(1) shall be approved by the competent authorities of the Member States in whose territory the relevant education or training institute is established.

Amendment

1. Training programmes (*of an educational character, such as inland navigation schools or classes, or further training programmes, such as courses*) leading to diplomas or certificates demonstrating compliance with the standards of competence referred to in Article 15(1) shall be approved by the competent authorities of the Member States in whose territory the relevant education or training institute is established.

Or. pl

Amendment 179

Wim van de Camp

Proposal for a directive

Article 17 – paragraph 2 – point c

Text proposed by the Commission

(c) an examination verifying compliance with the standards of competence referred to in Article 15(1) is carried out by qualified examiners.

Amendment

(c) an examination verifying compliance with the standards of competence referred to in Article 15(1) is carried out by qualified examiners *not subject to a conflict of interest*.

Amendment 180

Claudia Tapardel, István Ujhelyi, Maria Grapini, Isabella De Monte

Proposal for a directive

Article 18 – paragraph 1 – subparagraph 1

Text proposed by the Commission

The Member States *that* identify inland waterways stretches with specific risks in the meaning of Article 8(1), *shall define* the additional competence required from boatmasters navigating on these stretches and the means to prove that such requirements are met.

Amendment

The Member States *shall* identify inland waterways stretches with specific risks in the meaning of Article 8(1) *based on criteria established by the Commission together with experts from the Member States*. The additional competence required from boatmasters navigating on these stretches and the means to prove that such requirements are met *shall also be defined by the Member States together with the Commission and experts from the Member States*.

Amendment 181

Peter van Dalen

Proposal for a directive

Article 18 – paragraph 1 – subparagraph 1

Text proposed by the Commission

The Member States that identify inland waterways stretches with specific risks in the meaning of Article 8(1), shall define the additional competence required from boatmasters navigating on these stretches and the means to prove that such requirements are met.

Amendment

The Member States *where relevant in cooperation with the relevant European River Commission* that identify inland waterways stretches with specific risks in the meaning of Article 8(1), shall define the additional competence required from boatmasters navigating on these stretches and the means to prove that such requirements are met.

Amendment 182

Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive

Article 18 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Those means may consist of a limited number of journeys to be carried out on the stretch concerned, a simulator examination, a multiple choice examination or a combination thereof.

Amendment

Taking into account the competences required for the specific risk, those means may consist of a limited number of journeys to be carried out on the stretch concerned, a simulator examination ***where available***, a multiple choice examination or a combination thereof.

Or. en

Amendment 183

Wim van de Camp

Proposal for a directive

Article 18 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Those means may consist of a limited number of journeys to be carried out on the stretch concerned, a simulator examination, a multiple choice examination or a combination thereof.

Amendment

Taking into account competence required for the specific risk, those means may consist of a limited number of journeys to be carried out on the stretch concerned, a simulator examination, a multiple choice examination or a combination thereof.

Or. en

Amendment 184

Peter van Dalen

Proposal for a directive

Article 18 – paragraph 1 – subparagraph 3

Text proposed by the Commission

When applying this paragraph, the Member States shall apply objective, transparent, non-discriminatory and proportionate criteria.

Amendment

When applying this paragraph, the Member States shall apply objective, transparent, non-discriminatory and proportionate criteria ***and shall document the navigation safety history of the stretch concerned.***

Or. en

Amendment 185
Wim van de Camp

Proposal for a directive
Article 18 – paragraph 3

Text proposed by the Commission

3. ***Any*** Member State may carry out assessments of applicants' competence for specific risks for stretches located in another Member State based on the requirements established in accordance with paragraph 1. Upon request and in case of examination by means of multiple choice exams or simulators, Member States referred to in paragraph 1 shall provide ***other*** Member States with the available tools ***allowing them*** to carry out that assessment.

Amendment

3. ***A*** Member State may carry out assessments of applicants' competence for specific risks for stretches located in another Member State based on the requirements established in accordance with paragraph 1. Upon request and in case of examination by means of multiple choice exams or simulators, Member States referred to in paragraph 1 shall provide ***the*** Member State ***carrying out the assessment*** with the available tools ***to enable it*** to carry out that assessment.

Or. en

Amendment 186
Claudia Țapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Article 18 – paragraph 3

Text proposed by the Commission

3. ***Any*** Member State may carry out assessments of applicants' competence for specific risks for stretches located in

Amendment

3. ***A*** Member State may carry out assessments of applicants' competence for specific risks for stretches located in

another Member State based on the requirements established in accordance with paragraph 1. Upon request and in case of examination by means of multiple choice exams or simulators, Member States referred to in paragraph 1 shall provide other Member States with the available tools *allowing them* to carry out that assessment.

another Member State based on the requirements established in accordance with paragraph 1. Upon request and in case of examination by means of multiple choice exams or simulators, Member States referred to in paragraph 1 shall provide other Member States *carrying the assessment* with the available tools *to enable it* to carry out that assessment.

Or. en

Amendment 187

Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Article 19 – paragraph 2 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

When exercising its power of delegation the Commission shall make and keep up-to-date a reference to standards established by CESNI and set the date of application provided that

(a) those standards are available and up-to-date;

(b) Union interests are not compromised by changes in the decision-making process of CESNI.

Or. en

Amendment 188

Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Article 20 – paragraph 4 – subparagraph 2

Text proposed by the Commission

Amendment

The Commission shall adopt implementing acts establishing models for service record books and logbooks. Those implementing

The Commission shall adopt implementing acts establishing models for service record books and logbooks. Those implementing

acts shall be adopted in accordance with the advisory procedure pursuant to Article 30(2), taking into account the information required for the implementation of this Directive as regards the identification of the person, their navigation time and the journeys carried out. When adopting those models, the Commission shall take into consideration that the logbook is also used for the implementation of Council Directive 2014/112/EU¹⁹ for verifying manning requirements and recording journeys of the *vessels and may make* a reference to standards established by *an international body*.

acts shall be adopted in accordance with the advisory procedure pursuant to Article 30(2), taking into account the information required for the implementation of this Directive as regards the identification of the person, their navigation time and the journeys carried out. When adopting those models, the Commission shall take into consideration that the logbook is also used for the implementation of Council Directive 2014/112/EU¹⁹ for verifying manning requirements and recording journeys of the *craft*.

When adopting those models, the Commission shall make end keep up-to-date a reference to standards established by CESNI and set the date of application provided that

(a) those standards are available and up-to-date;

(b) Union interests are not compromised by changes in the decision-making process of CESNI.

Where these conditions are not met, the Commission may provide for or refer to other standards.

¹⁹ Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).

¹⁹ Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).

Or. en

Amendment 189
Karoline Graswander-Hainz

Proposal for a directive
Article 20 – paragraph 4 – subparagraph 2

Text proposed by the Commission

The Commission shall adopt implementing acts establishing models for service record books and logbooks. Those implementing acts shall be adopted in accordance with the advisory procedure pursuant to Article 30(2), taking into account the information required for the implementation of this Directive as regards the identification of the person, their navigation time and the journeys carried out. When adopting those models, the Commission shall take into consideration that the logbook is also used for the implementation of Council Directive 2014/112/EU for verifying manning requirements and recording journeys of the vessels and may make a reference to standards established by an international body.

¹⁹ Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain

Amendment

Based on experience with other transport modes, in particular road transport, the Commission shall, following the adoption of this Directive, adopt implementing acts for the introduction of tamper-proof electronic service record books and logbooks, as well as electronic professional cards incorporating Union certificates of qualifications.

Those implementing acts shall be adopted in accordance with the advisory procedure under Article 30(2) and shall take into account the requirements of Council Directive 2014/112/EU. Personal data shall be protected by means of simple and reliable verification procedures.

The Commission shall adopt a proposal for a Regulation to ensure tamper-proof and easy verification procedures regarding time spent at the wheel, travel time, rest periods, standby periods and other duties, including in particular loading, unloading, supervision thereof and fuelling, performed by all crew members. This Regulation shall also take into account the requirements of Council Directive 2014/112/EU.

¹⁹ Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain

aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).

aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO) and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).

Or. de

Amendment 190 **Inés Ayala Sender**

Proposal for a directive **Article 20 – paragraph 4 – subparagraph 2**

Text proposed by the Commission

The Commission shall adopt implementing acts establishing models for service record books and logbooks. Those implementing acts shall be adopted in accordance with the advisory procedure pursuant to Article 30(2), taking into account the information required for the implementation of this Directive as regards the identification of the person, their navigation time and the journeys carried out. When adopting those models, the Commission shall take into consideration that the logbook is also used for the implementation of Council Directive 2014/112/EU¹⁹ for verifying manning requirements and recording journeys of the vessels and may make a reference to standards established by an international body.

¹⁹ Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO)

Amendment

The Commission shall adopt implementing acts establishing models for service record books and logbooks. Those implementing acts shall be adopted in accordance with the advisory procedure pursuant to Article 30(2), taking into account the information required for the implementation of this Directive as regards the identification of the person, their navigation time and the journeys carried out. When adopting those models, the Commission shall take into consideration that the logbook is also used for the implementation of Council Directive 2014/112/EU¹⁹ for verifying manning requirements and recording journeys of the vessels and may make a reference to standards established by an international body, ***where possible and relevant to the European Union's interests.***

¹⁹ Council Directive 2014/112/EU of 19 December 2014 implementing the European Agreement concerning certain aspects of the organisation of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organisation (ESO)

and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).

and the European Transport Workers' Federation (ETF) (OJ L 367, 23.12.2014, p. 86).

Or. es

Amendment 191
Karoline Graswander-Hainz

Proposal for a directive
Article 21 – paragraph 3

Text proposed by the Commission

3. On reaching the age of **60**, the holder of a Union certificate of qualification shall successfully complete a medical fitness examination in the three months thereafter and shall subsequently successfully complete this examination every five years thereafter. On reaching the age of **70**, the holder shall successfully complete this examination every two years thereafter.

Amendment

3. On reaching the age of **50**, the holder of a Union certificate of qualification shall successfully complete a medical fitness examination in the three months thereafter and shall subsequently successfully complete this examination every five years thereafter. On reaching the age of **60**, the holder shall successfully complete this examination every two years thereafter.

Or. de

Amendment 192
Christine Revault D'Allonnes Bonnefoy

Proposal for a directive
Article 21 – paragraph 6 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

When exercising its power of delegation the Commission shall make and keep up to date a reference to standards established by CESNI and set the date of application provided that

(a) those standards are available and up-to-date;

(b) they comply with the essential requirements set out in Annex III;

(c) Union interests are not compromised by changes in the decision-making process of CESNI.

Where these conditions are not met, the Commission may provide for or refer to other standards.

Or. en

Amendment 193
Karoline Graswander-Hainz

Proposal for a directive
Article 26

Text proposed by the Commission

Amendment

Article 26

deleted

Evaluation

1. Member States shall ensure that the competence acquisition and assessment activities, and the administration of Union certificates of qualifications, services record books and logbooks, are evaluated at intervals of no more than five years by independent bodies.

2. The results of those independent assessments shall be duly documented and brought to the attention of the competent authorities concerned. If necessary, Member States shall take appropriate measures to remedy any shortcomings identified by the independent assessment.

Or. de

Amendment 194
Marie-Christine Arnautu

Proposal for a directive
Article 28 – paragraph 1

Text proposed by the Commission

Member States shall lay down the rules on penalties applicable to infringements of the national provisions adopted pursuant to this Directive and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive. ***Member States shall notify those provisions to the Commission by [date for transposition of the Directive] at the latest and shall notify it without delay of any subsequent amendment affecting them.***

Amendment

Member States shall lay down the rules on penalties applicable to infringements of the national provisions adopted pursuant to this Directive and shall take all measures necessary to ensure that they are implemented. The penalties provided for must be effective, proportionate and dissuasive.

Or. fr

Amendment 195
Inés Ayala Sender

Proposal for a directive
Article 29 – paragraph 6

Text proposed by the Commission

6. When exercising its power of delegation referred to in Article 15(1) and (4), Articles 19, 21 and Article 23(1) and (2) the Commission may adopt delegated acts which make a reference to standards established by an international body.

Amendment

6. When exercising its power of delegation referred to in Article 15(1) and (4), Articles 19, 21 and Article 23(1) and (2) the Commission may adopt delegated acts which make a reference to standards established by an international body, ***where possible and relevant to the European Union's interests.***

Or. es

Amendment 196
Claudia Tapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Article 29 – paragraph 6

Text proposed by the Commission

6. When exercising its power of delegation referred to in Article 15(1) and (4), Articles 19, 21 and Article 23(1) and (2) the Commission may adopt delegated acts which make a reference to standards established by *an international body*.

Amendment

6. When exercising its power of delegation referred to in Article 15(1) and (4), Articles 19, 21 and Article 23(1) and (2) the Commission may adopt delegated acts which make a reference to standards established by *the Commission together with experts from the Member States, provided that:*

Or. en

Amendment 197

Claudia Țapardel, István Ujhelyi, Maria Grapini, Isabella De Monte

Proposal for a directive

Article 29 – paragraph 6 a (new)

Text proposed by the Commission

Amendment

6a. Those standards shall be up-to-date and available in all Member State languages.

Or. en

Amendment 198

Renaud Muselier

Proposal for a directive

Article 31 – paragraph 1

Text proposed by the Commission

Amendment

1. The Commission shall evaluate this Directive together with the implementing and delegated acts referred to in Articles 8, 10, 20 and 29 and submit the results of the evaluation to the European Parliament and the Council no later than *seven* years after the date referred to in Article 33(1).

1. The Commission shall evaluate this Directive together with the implementing and delegated acts referred to in Articles 8, 10, 20 and 29 and submit the results of the evaluation to the European Parliament and the Council no later than *eight* years after the date referred to in Article 33(1).

Or. fr

Amendment 199
Wim van de Camp

Proposal for a directive
Article 32 – paragraph 1 – introductory part

Text proposed by the Commission

1. Within **one year** of the entry into force of this Directive, the Commission shall gradually adopt delegated acts setting up:

Amendment

1. Within **two years** of the entry into force of this Directive, the Commission shall gradually adopt delegated acts setting up:

Or. en

Amendment 200
Claudia Țapardel, István Ujhelyi

Proposal for a directive
Article 34 – paragraph 1

Text proposed by the Commission

1. ***Boatmasters' certificates issued in accordance with Directive 96/50/EC as well as Rhine navigation licences referred to in Article 1(5) of that Directive, issued prior to the date following the end of the transposition period referred to in Article 35 of this Directive, shall remain valid on the Union waterways where they were valid before this date for a maximum of 10 years after that date. Before the expiry of validity, the Member State that issued those documents shall issue a Union certificate of qualification to boatmasters holding such certificates in accordance with the model prescribed by this Directive or a certificate in application of Article 9(2) of this Directive, under the conditions that they provide satisfactory documentary evidence as referred to in Article 10(1)(a) and (c) of this Directive and:***

Amendment

deleted

*(a) that the legislation on the basis of which their certificate was issued requires a minimum of 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways;
or*

(b) where the legislation, on the basis of which their certificate was issued, requires less than 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways, that the boatmaster provides proof, by means of a service record book, of navigation time equivalent to the difference between those 720 days and the experience required under the legislation on the basis of which the certificate was issued.

Or. en

Amendment 201
Lucy Anderson

Proposal for a directive
Article 34 – paragraph 1

Text proposed by the Commission

Amendment

1. Boatmasters' certificates issued in accordance with Directive 96/50/EC as well as Rhine navigation licences referred to in Article 1(5) of that Directive, issued prior to the date following the end of the transposition period referred to in Article 35 of this Directive, shall remain valid on the Union waterways where they were valid before this date for a maximum of 10 years after that date. Before the expiry of validity, the Member State that issued those documents shall issue a Union certificate of qualification to boatmasters holding such certificates in accordance with the model prescribed by this Directive or a certificate in application of Article 9(2) of this Directive, under the

deleted

conditions that they provide satisfactory documentary evidence as referred to in Article 10(1)(a) and (c) of this Directive and:

(a) that the legislation on the basis of which their certificate was issued requires a minimum of 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways; or

(b) where the legislation, on the basis of which their certificate was issued, requires less than 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways, that the boatmaster provides proof, by means of a service record book, of navigation time equivalent to the difference between those 720 days and the experience required under the legislation on the basis of which the certificate was issued.

Or. en

Amendment 202
Renaud Muselier

Proposal for a directive
Article 34 – paragraph 1 – introductory part

Text proposed by the Commission

1. Boatmasters' certificates issued in accordance with Directive 96/50/EC as well as Rhine navigation licences referred to in Article 1(5) of that Directive, issued prior to the date following the end of the transposition period referred to in Article 35 of this Directive, shall remain valid on the Union waterways where they were valid before this date for a maximum of 10 years after that date. Before the expiry of validity, the Member State that issued those documents shall issue a Union certificate of qualification to boatmasters

Amendment

1. Boatmasters' certificates issued in accordance with Directive 96/50/EC as well as Rhine navigation licences referred to in Article 1(5) of that Directive, issued prior to the date following the end of the transposition period referred to in Article 35 of this Directive, shall remain valid on the Union waterways where they were valid before this date for a maximum of 10 years after that date. Before the expiry of validity, the Member State that issued those documents shall issue a Union certificate of qualification to boatmasters

holding such certificates in accordance with the model prescribed by this Directive or a certificate in application of Article 9(2) of this Directive, under the conditions that they provide satisfactory documentary evidence as referred to in Article 10(1)(a) and (c) of this Directive **and:**

holding such certificates in accordance with the model prescribed by this Directive or a certificate in application of Article 9(2) of this Directive, under the conditions that they provide satisfactory documentary evidence as referred to in Article 10(1)(a) and (c) of this Directive.

Or. fr

Amendment 203
Renaud Muselier

Proposal for a directive
Article 34 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) that the legislation on the basis of which their certificate was issued requires a minimum of 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways; or,

deleted

Or. fr

Amendment 204
Wim van de Camp

Proposal for a directive
Article 34 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) that the legislation on the basis of which their certificate was issued requires a minimum of 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways; or

deleted

Or. en

Amendment 205
Renaud Muselier

Proposal for a directive
Article 34 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) where the legislation, on the basis of which their certificate was issued, requires less than 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways, that the boatmaster provides proof, by means of a service record book, of navigation time equivalent to the difference between those 720 days and the experience required under the legislation on the basis of which the certificate was issued.

deleted

Or. fr

Amendment 206
Wim van de Camp

Proposal for a directive
Article 34 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) where the legislation, on the basis of which their certificate was issued, requires less than 720 days of navigation time as a condition for obtaining a boatmaster certificate valid on all Union waterways, that the boatmaster provides proof, by means of a service record book, of navigation time equivalent to the difference between those 720 days and the experience required under the legislation on the basis of which the certificate was issued.

deleted

Or. en

Amendment 207
Christine Revault D'Allonnes Bonnefoy

Proposal for a directive
Article 34 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. Rhine navigation licences referred to in Article 1(5) of Council Directive 96/50/EC^{1a} and issued prior to [insert: the date following the end of the transposition period referred to in Article 35 of this Directive] shall remain valid on all Union inland waterways until [insert: the date following the end of the transposition period referred to in Article 35 of this Directive + 10 years].

Before [insert: the date following the end of the transposition period referred to in Article 35 of this Directive + 10 years], the Member State where those certificates were issued shall, upon request, issue a Union certificate of qualification for boatmasters, under the conditions that they provide satisfactory documentary evidence as referred to in Article 10(1)(a) and (c) of this Directive. Alternatively, the Member State may decide, upon request, to issue a Rhine navigation licence as referred to in Article 9(2).

^{1a} 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 (OJ L 235, 17.9.1996, p. 31

Or. en

Amendment 208
Wim van de Camp

Proposal for a directive
Article 34 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

These minimum durations of the navigation time may be reduced by a maximum of 360 days where the applicant has a diploma recognised by the competent authority which confirms specialised training in inland navigation comprising practical navigation work; the reduction may not be greater than the duration of the specialised training.

Or. en

Amendment 209
Lucy Anderson

Proposal for a directive
Article 34 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

The minimum duration of the navigation time may be reduced by a maximum of 360 days where the applicant has a diploma recognised by the competent authority which confirms specialized training in inland navigation comprising practical navigation work; the reduction may not be greater than the duration of the specialised training.

Or. en

Amendment 210
Claudia Țapardel, István Ujhelyi

Proposal for a directive
Article 34 – paragraph 3 – subparagraph 1 a (new)

Text proposed by the Commission

Amendment

The minimum duration of the navigation time may be reduced by a maximum of 360 days where the applicant has a diploma organised by the competent authority which confirms specialised training in inland navigation comprising practical navigation work.

Or. en

Amendment 211

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive

Article 34 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Member States that have already issued national documents shall set out detailed rules for the exchange of specific national documents (except those for the captain of a vessel) for specific EU qualification certificates on the basis of the need to guarantee navigation safety and the protection of acquired rights. To that end, Member States should compare their current qualification systems with the system set out under this Directive, in particular the minimum period of experience and the required skills. Member States shall also have the possibility, where justified (e.g. similar period of experience but different skill requirements), also to make the issuance of a particular EU qualification certificate in exchange for a national document contingent on the successful completion of an additional competency assessment (examination).

Or. pl

Amendment 212
Wim van de Camp

Proposal for a directive
Article 35 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [3 years after the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Amendment

Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [4 years after the entry into force] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Or. en

Amendment 213
Roberts Zile

Proposal for a directive
Article 35 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. By way of derogation from paragraph 1, a Member State shall not be obliged to transpose this Directive as long as:

(a) there are no persons referred to in Article 2 exercising on its territory the professional activities within the scope of this Directive;

(b) the professional activities on its territory are exercised exclusively by persons subject to the requirements of Directive 2008/106/EC^{1a};

(c) the professional activities on its territory are exercised by persons subject to the requirements of national legislation providing at least equal level of navigational safety as the provisions of this Directive.

Such Member State shall in such case

inform the Commission thereof by (date of transposition). The Member State may not issue Union certificates of qualifications or approve training programmes or simulators until it has transposed and implemented the provisions of this Directive and informed the Commission thereof.

^{1a} Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (OJ L 323, 3.12.2008, p. 33)

Or. en

Amendment 214
Marie-Christine Arnautu

Proposal for a directive
Article 35 – paragraph 2

Text proposed by the Commission

Amendment

2. 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.

deleted

Or. fr

Amendment 215
Marie-Christine Arnautu

Proposal for a directive
Article 35 a (new)

Text proposed by the Commission

Amendment

Article 35a
Exemption from application

The Member States shall not be required to apply this Directive if they take the view that the conditions guaranteeing fair competition between domestic waterway workers and workers from another Member State have not been met, to the detriment of the former.

Or. fr

Amendment 216
Inés Ayala Sender

Proposal for a directive
Article 37 – paragraph 1

Text proposed by the Commission

This Directive is addressed to the Member States.

Amendment

This Directive is addressed to the Member States *regardless of whether they have inland waterways on their territory.*

Or. es

Amendment 217
Karoline Graswander-Hainz

Proposal for a directive
Annex I – point 1 – point 1.1 – indent 1

Text proposed by the Commission

- *not* be less than **16** years of age.

Amendment

- *not* be less than **18** years of age.

Or. de

Amendment 218
Karoline Graswander-Hainz

Proposal for a directive
Annex I – point 1 – point 1.2 – indent 2 a (new)

Text proposed by the Commission

Amendment

- *undertake duties only under the existing youth protection provisions of the Member State in which the trainee is present at the time, unless the substantive law governing the training contract provides for a higher level of protection;*

Or. de

Amendment 219

Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Annex I – point 1 – point 1.2 a (new)

Text proposed by the Commission

Amendment

1.2 a. Sailing on the Rhine river

Every applicant for a Union certificate of qualification shall:

- *meet the standards of competence for sailing on the Rhine river set out in Annex II.*

Or. en

Amendment 220

Karoline Graswander-Hainz

Proposal for a directive

Annex I – point 2 – point 2.1 – point a – indent 1

Text proposed by the Commission

Amendment

- not be less than **17** years of age;

- not be less than **18** years of age;

Or. de

Amendment 221

Renaud Muselier

Proposal for a directive
Annex I – point 2 – point 2.1 – point a – indent 3

Text proposed by the Commission

- have navigation time of not less than **90** days as part of this approved training programme.

Amendment

- have navigation time of not less than **89** days as part of this approved training programme.

Or. fr

Amendment 222
Wim van de Camp

Proposal for a directive
Annex I – point 2 – point 2.1 – point a – indent 3 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 223
Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a directive
Annex I – point 2 – point 2.1 – point b – indent 3

Text proposed by the Commission

Amendment

- have navigation time of not less than **360** days or 180 days where the applicant can, in addition, provide proof of work experience of at least **250** days acquired on a seagoing vessel as a member of the deck crew.

- have navigation time of not less than **240** days or 180 days where the applicant can, in addition, provide proof of work experience of at least **120** days acquired on a seagoing vessel as a member of the deck crew.

Or. pl

Amendment 224
Wim van de Camp

Proposal for a directive

Annex I – point 2 – point 2.1 – point b – indent 3 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 225

Renaud Muselier

Proposal for a directive

Annex I – point 2 – point 2.1 – point c – indent 1

Text proposed by the Commission

Amendment

- ***not be less than 19 years of age;*** ***deleted***

Or. fr

Amendment 226

Renaud Muselier

Proposal for a directive

Annex I – point 2 – point 2.1 – point c – indent 2

Text proposed by the Commission

Amendment

- have a minimum of ***five*** years' work experience prior to the enrolment in the training programme;
- have a minimum of ***three*** years' work experience prior to the enrolment in the training programme;

Or. fr

Amendment 227

Renaud Muselier

Proposal for a directive

Annex I – point 2 – point 2.1 – point c – indent 4

Text proposed by the Commission

- have navigation time of not less than **90** days as part of this approved training programme.

Amendment

- have navigation time of not less than **89** days as part of this approved training programme.

Or. fr

Amendment 228
Wim van de Camp

Proposal for a directive
Annex I – point 2 – point 2.1 – point c – indent 4 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 229
Wim van de Camp

Proposal for a directive
Annex I – point 2 – point 2.2 – point a – indent 1 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 230
Renaud Muselier

Proposal for a directive
Annex I – point 2 – point 2.2 – point b – indent 2

Text proposed by the Commission

- have navigation time of not less than **270** days as part of this approved training programme.

Amendment

- have navigation time of not less than **269** days as part of this approved training programme.

Or. fr

Amendment 231
Renaud Muselier

Proposal for a directive
Annex I – point 3 – point 3.1 – point a – indent 3

Text proposed by the Commission

- have navigation time of not less than **360** days, gained as part of this approved training programme or after completion thereof.

Amendment

- have navigation time of not less than **359** days, gained as part of this approved training programme or after completion thereof.

Or. fr

Amendment 232
Wim van de Camp

Proposal for a directive
Annex I – point 3 – point 3.1 – point a – indent 3 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 233
Renaud Muselier

Proposal for a directive
Annex I – point 3 – point 3.1 – point b – indent 2

Text proposed by the Commission

- hold the qualification of helmsman or have navigation time of not less than **540** days or 180 days where the applicant can provide, in addition, proof of work experience of at least 500 days acquired on a seagoing vessel as a member of the deck crew;

Amendment

- hold the qualification of helmsman or have navigation time of not less than **539** days or 180 days where the applicant can provide, in addition, proof of work experience of at least 500 days acquired on a seagoing vessel as a member of the deck crew;

Or. fr

Amendment 234
Wim van de Camp

Proposal for a directive
Annex I – point 3 – point 3.1 – point b – indent 3 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 235
Renaud Muselier

Proposal for a directive
Annex I – point 3 – point 3.1 – point c – indent 2

Text proposed by the Commission

Amendment

- have a minimum of ***five*** years' work experience prior to the enrolment of an approved training programme;

- have a minimum of ***three*** years' work experience prior to the enrolment of an approved training programme;

Or. fr

Amendment 236
Wim van de Camp

Proposal for a directive
Annex I – point 3 – point 3.1 – point c – indent 4

Text proposed by the Commission

- have navigation time of not less than 180 days as part of this approved training programme ***and not less than 180 days after completion thereof.***

Amendment

- have navigation time of not less than 180 days as part of this approved training programme.

Or. en

Amendment 237
Renaud Muselier

Proposal for a directive
Annex I – point 3 – point 3.1 – point c – indent 4

Text proposed by the Commission

- have navigation time of not less than **180** days as part of this approved training programme and not less than 180 days after completion thereof.

Amendment

- have navigation time of not less than **179** days as part of this approved training programme and not less than 180 days after completion thereof.

Or. fr

Amendment 238
Wim van de Camp

Proposal for a directive
Annex I – point 3 – point 3.1 – point c – indent 4 a (new)

Text proposed by the Commission

Amendment

- ***hold a certificate for radio operation.***

Or. en

Amendment 239
Keith Taylor

Proposal for a directive
Annex II – point 1 – point 1.3 – paragraph 2 – indent 2

Text proposed by the Commission

- assist the vessel's management in providing services to passengers.

Amendment

- assist the vessel's management in providing services to passengers, ***including special measures for persons with reduced mobility (PRMs)***.

Or. en

Amendment 240
Wim van de Camp

Proposal for a directive
Annex II – point 2 – point 2.1 – indent 1

Text proposed by the Commission

- plan a journey and conduct navigation on inland waterways, which includes to be able to choose the most logical, economical and ecological sailing route to reach the loading and unloading destinations, ***taking into account the most efficient sailing time schedule according to actual circumstances***;

Amendment

- plan a journey and conduct navigation on inland waterways, which includes to be able to choose the most logical, economical and ecological sailing route to reach the loading and unloading destinations, ***CEVNI and applicable traffic regulations***;

Or. en

Amendment 241
Lucy Anderson

Proposal for a directive
Annex II – point 2 – point 2.1 – indent 1

Text proposed by the Commission

- plan a journey and conduct navigation on inland waterways, which includes to be able to choose the most logical, ***economical*** and ecological sailing route to reach the loading and unloading destinations, taking into account ***the most***

Amendment

- Plan a journey and conduct navigation on inland waterways, which includes to be able to choose the most logical, ***economic*** and ecological sailing route to reach the loading and unloading destinations taking into account ***CEVNI***

efficient sailing time schedule according to actual circumstances;

and applicable traffic regulations.

Or. en

Amendment 242
Wim van de Camp

Proposal for a directive
Annex II – point 2 – point 2.1 – indent 4

Text proposed by the Commission

Amendment

- *use Very High Frequency equipment when navigating on inland waterways.*

deleted

Or. en

Amendment 243
Keith Taylor

Proposal for a directive
Annex II – point 2 – point 2.3 – indent 3

Text proposed by the Commission

Amendment

- plan and ensure the safe transport of passengers and their care during the voyage.

- plan and ensure the safe transport of passengers and their care during the voyage, *including persons with reduced mobility (PRMs)*.

Or. en

Amendment 244
Claudia Țapardel, István Ujhelyi, Maria Grapini, Isabella De Monte, Olga Sehnalová

Proposal for a directive
Annex II – point 2 – point 2.6 – indent 2

Text proposed by the Commission

Amendment

- ensure good communication at all

- ensure good communication at all

times, which includes the use of standardised communication phrases in situations with communication problems;

times, which includes the use of standardised communication phrases in situations with communication problems, *in a similar vein to the requirements stipulated in Directive 2008/106, where English goes together with other languages.*

Or. en

Amendment 245
Keith Taylor

Proposal for a directive
Annex II – point 2 – point 2.7 – Title

Text proposed by the Commission

Health and safety and environmental protection

Amendment

Health and safety, *passenger rights* and environmental protection

Or. en

Amendment 246
Keith Taylor

Proposal for a directive
Annex II – point 2 – point 2.7 – indent 2

Text proposed by the Commission

- maintain safety and security for persons on board;

Amendment

- maintain safety and security for persons on board *and in the case of the presence of passengers, know and initiate the application of relevant passenger rights, including for persons with reduced mobility (PRMs);*

Or. en

Amendment 247
Claudia Țapardel, István Ujhelyi, Isabella De Monte

Proposal for a directive
Annex II – point 2 – point 2.7 – indent 4 a (new)

Text proposed by the Commission

Amendment

- *shall be able to instruct and control all tasks exercised by other deck crew members as referred to in Chapter 1 of this Annex, implying abilities to perform these tasks.*

Or. en

Amendment 248
Lucy Anderson

Proposal for a directive
Annex II – point 2 – point 2.7 a (new)

Text proposed by the Commission

Amendment

2.7 a. Supervision

The boatmaster shall be able to instruct and control all tasks exercised by other deck crew members as referred to in Chapter 1 of this Annex, implying abilities to perform these tasks.

Or. en

Amendment 249
Wim van de Camp

Proposal for a directive
Annex II – point 2 – point 2.7 a (new)

Text proposed by the Commission

Amendment

2.7 a. Supervision

The boatmaster shall be able to instruct and control all tasks exercised by other deck crew members as referred to in Chapter 1 of this Annex, implying abilities to perform these tasks.

Amendment 250

Keith Taylor

Proposal for a directive

Annex II – point 4 – point 4.1 – indent 2

Text proposed by the Commission

- apply safety instructions and take the necessary measures to protect passengers in general, especially in the event of emergencies (e.g. evacuation, damage, collision, running aground, fire, explosion or other situations which may give rise to panic).

Amendment

- apply safety instructions and take the necessary measures to protect passengers in general, especially in the event of emergencies (e.g. evacuation, damage, collision, running aground, fire, explosion or other situations which may give rise to panic) ***and take the necessary measures for passengers with specific needs, such as persons with reduced mobility (PRMs);***

Or. en

Amendment 251

Keith Taylor

Proposal for a directive

Annex II – point 4 – point 4.1 – indent 2 a (new)

Text proposed by the Commission

Amendment

- ***be aware of, advise and be able to meet applicable passenger rights, including on accessibility.***

Or. en

Amendment 252

Christine Revault D'Allonnes Bonnefoy

Proposal for a directive

Annex II – point 4 – point 4.2 a (new)

4.2 a. Sailing on the Rhine river

The boatmaster shall :

- ***have knowledge of Part II Chapter 3 Section 2 and 3 of the Regulations for Rhine Navigation Personnel [obligatory rest time and deck crew members composition];***
- ***have knowledge of the Police Regulations for the Navigation on the Rhine;***
- ***have knowledge of the Rhine Vessel Inspection Regulations;***
- ***have basic knowledge of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (including its structure, certificates and the capability to find the operative instructions thereof);***
- ***meet the requirements about stretches with specific risks in accordance with Articles 8 and 18.***

Or. en