



**2016/0050(COD)**

3.8.2016

## **DRAFT OPINION**

of the Committee on Employment and Social Affairs

for the Committee on Transport and Tourism

on the 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  
(COM(2016)0082 – C8-0061/2016 – 2016/0050(COD))

Rapporteur: Lynn Boylan

(\*) Associated committee – Rule 54 of the Rules of Procedure

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## SHORT JUSTIFICATION

Inland-Waterway-Transport is by its nature a European matter because most inland waterways are cross-border transport ways.

In terms of “green footprint”, shifting loads from streets to the waterways, and the maintaining and creating of employment the IWT sector should be supported.

The most important point on IWT is the overall safety of crewmembers and boatmasters who are carrying out this profession, passengers, vessels, goods, and the environment. Safety is also important for people, goods, and the environment in the immediate vicinity of vessels on inland waterways which could be negatively affected if accidents/misuse occurs.

It is importance that the relevant standards are maintained in order to guarantee safety. This in turn will ensure that the persons working in this sector are carrying out the necessary measures in a responsible way.

Professional training is competence of Member States but in IWT sector it is necessary to have comparable standards to guarantee safety on all inland waterways, especially due to the fact that this work is carried out in mobile situations.

The mobility of workers provides possibilities for boatmasters and crewmembers to work in other Member States. To safeguard mobility it is important that qualifications are recognised.

Recognition of professional qualification is only possible if competences are comparable, assessed and approved. Otherwise it is possible that crewmembers and boatmasters could get any certificate in a Member States with the lowest standards. This "certificate shopping" must be avoided as it would create a situation where abuse could occur and the cheapest/easiest-to-receive certification could lower standards.

To guarantee safety on the waterways the necessary qualifications should be valid in a comparable way for all involved. This means exemptions, as far as possible, should be avoided.

To guarantee mobility for crewmembers and boatmasters is it also necessary that the standards are applicable for all Member States and include non-interlinked waterways. Otherwise the certificates of crewmembers and boatmasters from excluded Member States and excluded non-interlinked waterways would not be recognized under this Directive and the affected crew members and boatmasters would be excluded from Mobility. Or in other words, this would not include equal opportunities for all and would be against the spirit of the directive.

To have the best standards of safety waterway stretches with special risks must be identified. This could be done in a responsible way by the Member States in whose territories the waterways with special risks are. To avoid fraudulent identification of stretches (to declare a whole river/canal as stretch with risk) the Commission shall provide criteria for Member States with which they are able to declare areas of special risks.

Professional training is in hands of Member States. However, it is not enough to have

minimum standards, as this often means low standards. The IWT sector is relatively safe because of the high professional qualification standards developed during a long time with a lot of experiences through the River Commissions. It is important that the Commission for drawing up standards in Inland Navigation (CESNI) with experts from Member States, River Commissions, Social partners will develop and establish common standards for professional training.

The attractiveness of the profession will not be improved with lower standards, rather, it will improve because the crewmembers are able to become well trained and skilled experts who are needed and demanded in this sector to carry out work and maintain safety.

Recognition of already existing certificates is a first step in this direction. But this has to be performed without lowering the standards, “certificate shopping, “bought certificates” and fraud. To safeguard the qualification standards it is an important step that not only boatmasters but also crewmembers pass a practical exam to demonstrate their competences. In some cases also an oral exam makes sense in case of the use of radio and to explain practical situations. For the training it is important not only to attend qualified training programmes, it is also necessary to prove competences with an assessment/exam as navigating time itself is insufficient if crewmembers do not work on the tasks relevant for the functioning of an inland waterway vessel.

It should be possible for workers of seagoing vessels to change into the IWT sector with easier access but not with lower standards. That means the former profession must have a link to the function of a seagoing vessel. Also for workers from other professions the sector should be open, but not to circumvent ordinary professional training in the IWT sector

Simulators for training must be the same as simulators for exams, otherwise there is a danger that standards would be undermined.

To guard the standards of safety and professional training it is important that the Member States have a way to raise concerns/voice complaints on professional certification when a certificate creates doubts about veracity. These complaints must be collected by the Commission to take measures against misuse and also to evaluate the system as a whole.

## **AMENDMENTS**

The Committee on Employment and Social Affairs calls on the Committee on Transport and Tourism, as the committee responsible, to take into account the following amendments:

### **Amendment 1**

#### **Proposal for a directive Recital 8**

*Text proposed by the Commission*

*Amendment*

**(8) For reasons of cost-effectiveness, deleted**

***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. en

## **Amendment 2**

### **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 ***good quality*** 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.

Or. en

## **Amendment 3**

### **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

#### *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 ***consisting***

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 .

***of representatives of Member States, River Commissions, and Social Partners and 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. . As a result, CESNI should draft standards for all areas for which the Commission is authorised to adopt delegated acts, with the exception of stretches of navigable waterways in which Member States deem that there are specific risks.*** 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.

Or. en

#### **Amendment 4**

#### **Proposal for a directive Recital 12**

*Text proposed by the Commission*

(12) Member States should issue

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*Amendment*

(12) Member States should issue

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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.

certificates of qualification only to persons that have the minimum levels of competence ***resulting from successful participation in an approved training programme and proven by an assessment or examination***, as well as the minimum age, the minimum medical fitness and the navigation time required for obtaining a specific qualification.

Or. en

## Amendment 5

### Proposal for a directive Recital 13

#### *Text proposed by the Commission*

(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.

#### *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 ***necessary*** 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 ***and where necessary a practical assessment*** carried out in accordance with common standards in order to ensure a comparable ***necessary*** level of competence in all Member States for various qualifications.

Or. en

## Amendment 6

### 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) ***In view of the need to*** respect safety when exercising the profession of ***deck crew member, boatmaster and safety expert for passenger vessels,*** 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.

Or. en

**Amendment 7**

**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 necessary skills ***in a maritime working environment, or skills which are related to the maritime professions,*** 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 8

### 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 **with navigable inland waterways** should be allowed, where practicable, to assess the necessary competence for addressing specific risks for navigation for inland waterway stretches in the Union where such risks are identified.

Or. en

## Amendment 9

### 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,

##### *Amendment*

(24) In order to provide **necessary** 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 **based on CESNI standards**, standards for medical fitness, standards for practical **and oral** 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

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.

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.

Or. en

## Amendment 10

### 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, ***River Commissions and social partners*** draws up standards in the field of inland navigation, including for professional qualifications. ***With the exception of stretches of navigable waterways in which Member States deem that there are specific risks,*** the Commission may ***only act on CESNI standards*** when empowered to adopt acts in conformity with this Directive.

Or. en

## Amendment 11

### Proposal for a directive Recital 27 a (new)

#### *Text proposed by the Commission*

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#### *Amendment*

***(27a) A system of recognition might be a first step to enhance mobility in this***

*sector. In the medium-term, a system of comparable vocational and professional training in the Member States would ease the mobility and would guarantee safety.*

Or. en

## Amendment 12

### 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, ***controlling the operation of the vessel, marine engineering, communication, safety, health & environmental protection,*** cargo 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 13

### Proposal for a directive

#### Article 3 – paragraph 1 – point 7

##### *Text proposed by the Commission*

(7) 'passenger navigation expert' means a person competent to take measures in emergency situations on board passenger vessels;

##### *Amendment*

(7) 'passenger navigation expert' means a person ***on board of the vessel who is*** competent to take measures in emergency situations on board passenger vessels;

Or. en

## Amendment 14

### Proposal for a directive

#### Article 4 – paragraph 2

*Text proposed by the Commission*

*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 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.*** *deleted*

Or. en

## Amendment 15

### Proposal for a directive

#### Article 5 – paragraph 2

*Text proposed by the Commission*

*Amendment*

**2. *A Member State may exempt all persons referred to in paragraph 1, or groups of such persons 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 which may be obtained 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*** *deleted*

*waterways which are not linked to the navigable network of another Member State.*

Or. en

## **Amendment 16**

### **Proposal for a directive Article 10 – paragraph 2**

*Text proposed by the Commission*

2. Member States shall verify the authenticity and validity of the documents provided.

*Amendment*

2. Member States ***with navigable inland waterways*** shall verify the authenticity and validity of the documents provided.

Or. en

## **Amendment 17**

### **Proposal for a directive Article 11 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. Member States shall ensure that applicants for specific authorisations referred to in Article 6, other than for that provided in Article 6(b), provide satisfactory documentary evidence:

*Amendment*

1. Member States ***with navigable inland waterways*** shall ensure that applicants for specific authorisations referred to in Article 6, other than for that provided in Article 6(b), provide satisfactory documentary evidence:

Or. en

## **Amendment 18**

### **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.

***Member States shall nominate or establish an authority to receive complaints concerning the factual accuracy of certificates of qualifications issued by another Member State or country. The Member States shall inform the Commission and CESNI about the complaint. The Commission shall investigate and take appropriate measures.***

***Member States may suspend certificates where the authority finds that they contain or appear to contain factual inaccuracies that could endanger public safety. Such suspension shall continue until the Member State concerned is satisfied that the certificates are correct.***

***Member States shall collect information about complaints and suspensions of certificates and lodge them in a database in accordance with Article 23(2).***

Or. en

**Amendment 19**

**Proposal for a directive  
Article 14 – paragraph 1**

*Text proposed by the Commission*

1. Member States shall ensure that persons referred to in Articles 4, 5 and 6 have the necessary competences for the safe operation of a vessel as laid down in

*Amendment*

1. Member States ***with navigable inland waterways*** shall ensure that persons referred to in Articles 4, 5 and 6 have the necessary competences for the safe operation of a vessel as laid down in

Article 15.

Article 15.

Or. en

## Amendment 20

### Proposal for a directive Article 15 – paragraph 1

#### *Text proposed by the Commission*

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.

#### *Amendment*

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

Or. en

## Amendment 21

### Proposal for a directive Article 15 – paragraph 2 – point a

#### *Text proposed by the Commission*

(a) under the responsibility of an administrative authority in accordance with Article 16 or;

#### *Amendment*

(a) under the responsibility of an administrative authority **of a Member State with navigable waterways** in accordance with Article 16 or;

Or. en

## Amendment 22

### Proposal for a directive Article 15 – paragraph 2 – point b

*Text proposed by the Commission*

(b) as part of a training **programme** approved in accordance with Article 17.

*Amendment*

(b) as part of a training **system, established by a Member State**, approved in accordance with Article 17.

Or. en

**Amendment 23**

**Proposal for a directive**

**Article 15 – paragraph 3 – subparagraph 1 – point a**

*Text proposed by the Commission*

(a) the Union certificate of qualification for boatmasters;

*Amendment*

(a) the Union certificate of qualification for **helmsman, boatman, able boatman and** boatmasters;

Or. en

**Amendment 24**

**Proposal for a directive**

**Article 16 – paragraph 1**

*Text proposed by the Commission*

Member States shall ensure that examinations referred to in Article 15(2)(a) are organised under their responsibility. They shall ensure that those examinations are conducted by examiners qualified to assess the competences and the corresponding knowledge and skills referred to in Article 15(1).

*Amendment*

Member States **with navigable waterways** shall ensure that examinations referred to in Article 15(2)(a) are organised under their responsibility. They shall ensure that those examinations are conducted by examiners qualified to assess the competences and the corresponding knowledge and skills referred to in Article 15(1).

Or. en



## Amendment 25

### 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 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 **with navigable waterways** in whose territory the relevant education or training institute is **carried out**.

***Member States may approve training programmes on at national level on condition that such programmes meet the common criteria defined by CESNSI in the Quality Assessment and Assurance System (QAAS).***

Or. en

## Amendment 26

### 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 **who are not affected by any conflict of interests**.

Or. en

## Amendment 27

### 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.

**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.

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

*Amendment*

Member States **shall** identify inland **waterway** stretches **which run through their own territories which pose** specific risks **within** the meaning of Article 8(1). **The Commisison** shall define the additional competence required from boatmasters navigating on these stretches and the means to prove that such **competence** requirements are met.

**Competence requirements shall consist of a required** number of journeys to be carried out on the stretch concerned, a simulator examination and a multiple choice examination.

**When assessing any inland waterways stretches which pose specific risks,** the Member States shall **act in an** objective, transparent, and non-discriminatory **way**.

Or. en

**Amendment 28**

**Proposal for a directive  
Article 19 – paragraph 1**

*Text proposed by the Commission*

1. Simulators used for **the assessment of competences** shall be subject to **an** approval by Member States. That approval shall be issued upon request when it is demonstrated that the device complies with the standards for simulators established by delegated acts referred to in paragraph 2. The approval shall specify which particular assessment of competence is authorised as regards the simulator.

*Amendment*

1. Simulators used for **training shall be of a comparable standard to those used for the assessment and** shall be subject to approval by Member States. That approval shall be issued upon request when it is demonstrated that the device complies with the standards for simulators established by delegated acts referred to in paragraph 2. The approval shall specify which particular assessment of competence is authorised as regards the simulator.

Or. en

## Amendment 29

### Proposal for a directive

#### Article 24 – paragraph 1 – introductory part

*Text proposed by the Commission*

1. Member States shall designate the competent authorities which will:

*Amendment*

1. Member States ***with navigable waterways*** shall designate the competent authorities which will:

Or. en

## Amendment 30

### Proposal for a directive

#### Article 25 – paragraph 1 – introductory part

*Text proposed by the Commission*

Member States shall ensure that:

*Amendment*

Member States ***with navigable waterways*** shall ensure that:

Or. en

## Amendment 31

### Proposal for a directive

#### Annex I – point 1 – point 1.1 – paragraph 2 – indent 1a (new)

*Text proposed by the Commission*

*Amendment*

- ***successfully complete a course offering a minimum level of basic safety training.***

Or. en

## Amendment 32

### 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 **140** days as part of this approved training programme.

Or. en

## Amendment 33

### Proposal for a directive

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

##### *Text proposed by the Commission*

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

##### *Amendment*

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

Or. en

## Amendment 34

### 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 **180** days as part of this approved training programme.

Or. en

## Amendment 35

### Proposal for a directive

#### Annex I – point 2 – point 2.2 – point a – indent -1 (new)

*Text proposed by the Commission*

*Amendment*

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

Or. en

## **Amendment 36**

### **Proposal for a directive**

#### **Annex I – point 2 – point 2.2 – point b – indent 1**

*Text proposed by the Commission*

*Amendment*

- have successfully completed an approved training programme referred to in Article 17 based on the standards of competence for the operational level set out in Annex II;

- have successfully completed an approved training programme referred to in Article 17 ***of at least three years' duration*** based on the standards of competence for the operational level set out in Annex II;

Or. en

## **Amendment 37**

### **Proposal for a directive**

#### **Annex I – point 2 – point 2.3 — indent 1**

*Text proposed by the Commission*

*Amendment*

- have navigation time of not less than ***180 days*** while qualified to serve as able boatman.

- have navigation time of not less than ***360 days as part of an approved training programme of at least 3 years' duration***, while qualified to serve as able boatman,

— ***or***

- ***have completed an approved training programme referred to in Article 17 of not less than three years' duration, based on the standard of competence for the operational level set out in Annex II; have navigation time of not less than 360 days as part of this approved training***

*programme,*

– *or*

- *have navigation time of not less than 500 days as boatmaster/captain of a seavessel;*

- *have successfully approved an assessment of a relevant authority if the necessary standards of competence for the operational level set out in Annex II are fulfilled;*

Or. en

## **Amendment 38**

### **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 360 days, gained as part of this approved training programme *of at least 3 years;*

- *have an approved certificate proving competence for radio on inland water vessels.*

Or. en

## **Amendment 39**

### **Proposal for a directive**

#### **Annex I – point 3 – point 3.1 – point b – indent 3a (new)**

*Text proposed by the Commission*

*Amendment*

- *have an approved certificate proving competence for radio on inland water vessels.*

## Amendment 40

### Proposal for a directive

#### Annex I – point 3 – point 3.1 – point c – indent 2

##### *Text proposed by the Commission*

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

##### *Amendment*

- have a minimum of five years' work experience prior to the enrolment of an approved training programme ***of at least 2 years***;

Or. en

## Amendment 41

### Proposal for a directive

#### Annex I – point 3 – point 3.1 – point c – indent 4 a (new)

##### *Text proposed by the Commission*

##### *Amendment*

- ***have an approved certificate proving competence for radio on inland water vessels.***

Or. en