

# **First meeting of the Common Expert Group on professional qualifications and training standards in inland navigation**

## **Time and place**

September 24, 2012. Albert Borschette Rue Froissart 36 Room AB-4B, Brussels, 10.00-17.00 hrs.

### **1. Welcome words by Mr Dimitri Theologitis, Head of Unit B.3 - Ports and Inland Navigation in DG MOVE**

DG MOVE opens the meeting and welcomes the willingness of the CCNR to develop this initiative in close cooperation with the Commission. The meetings of the Common Expert Group will be chaired by DG MOVE with the CCNR secretariat acting as associate-chair. The Commission will coordinate all European actions around the goal of modernising the area of professional qualifications, at operational and management level, in order to reduce the lack of qualified staff currently affecting the IWT sector. This meeting launches also the stakeholders' consultation.

### **2. Presentation and discussion of the concept/proposal for an EU legal instrument on the recognition of professional qualifications and on the minimum level of training in inland navigation**

An EU legal framework would be prepared as a first step: the Common Expert Group (CEG) will play a key role in this process by providing regular input and feedback to the Commission. This framework would focus on the key legal requirements, but will not cover implementation details. For this latter purpose, technical standards would be developed outside of the EU legal instrument and then referred to by an implementing/delegated act under the legal framework to make them applicable at EU level. The work on the technical details would be mandated to the CCNR, who would put in place an inclusive process for their preparation (in particular including all EU Member States, the relevant river Commissions, international bodies and key stakeholders). The new legal framework would replace the existing directive 96/50 on the mutual recognition on boatmasters' certificates. However, this expert group will analyse if there are the necessary conditions that legitimise and require the adoption of an EU act.

### **3. Terms of reference of the Common Expert Group**

The Commission explains that the technical activities will be the second phase after the adoption of the legal framework. By providing the expertise for drafting the essential requirements, the CEG will prepare ground for future work on technical standards. In parallel to the work of the CEG, there is an on-going internal process in the Commission related to the Impact Assessment (IA).

#### **4. Support under the Marco Polo accompanying measure**

The contractor presents the support of the initiative under the Marco Polo accompanying measure. The Commission explains that this presentation was based on the guidelines of the Commission for Impact Assessments and underlines the fact that specific areas could be more elaborated. The contractor will also assist the Commission in matters concerning the essential requirements and inputs are expected from the participants of this CEG. Moreover, the Commission is working on the set of the policy options by drafting the first version of the IA report.

#### **5. Roadmap and future steps**

Consultation is an important step in the impact assessment which normally takes 12 weeks. This could be addressed by involving all the stakeholders from the beginning in the process. The main dates of the future calendar are:

- October 9<sup>th</sup> in Strasbourg;
- November 6<sup>th</sup> in Brussels.

The Commission will provide for the next meeting:

- Presentation of the current meeting;
- Updated document with the TOR;
- Draft/summary Work Programme.

As for Annex III on local knowledge requirements, the Commission states that unusual situations or local knowledge could be sampled and summarized for the IA.

#### **6. Any other business and closing of meeting**

The Commission closes the meeting summarising the presentation of the concept for a European system of modernised training and certification requirements for all personnel on inland waterway vessels and welcoming the fact that all stakeholders expressed agreement with the general principles of the concept. The remaining issues need to be fine-tuned in the course of the next meetings.

## List of participants

<b>MINISTRY / ORGANISATION</b>	<b>MINISTRY / ORGANISATION</b>
Department of Mobility and Public Works - Belgium	Federal Ministry of Transport - Germany
Federale Overheidsdienst Mobiliteit en Vervoer - Belgium	Ministry of Transport, Innovation and Technology - Austria
Ministry of Transport, Construction and Maritime Economy - Poland	Romanian Naval Authority
Ministère de l'Ecologie, du Développement durable et de l'Energie - France	Ministry of Transport - The Netherlands
Ministry of infrastructure - Serbia	Ministry of Transport - Czech Republic
Ministère du Développement durable et des Infrastructures - Luxembourg	Maritime and Coastguard Agency - United Kingdom
Ministry of Transport, Construction and Regional Development – Slovakia	Ministry of Transport and Communications - Lithuania
Ministry of National Development - Hungary	Inspector Inland Waterways Transport Executive Agency - Bulgaria
Directoraat-Generaal Rijkswaterstaat, Corporate Dienst.- The Netherlands	CCNR (Central Commission for the Navigation of the Rhine) - ZKR
Danube Commission	Sava Commission
EDINNA (Education in Inland Navigation)	BDB - Bundesverband der Deutschen Binnenschiffahrt e.V.
NEA / PANTEIA	European Barge Union (EBU)
European Skippers Organisation (ESO)	