



Cooperation to overcome differences

Example of inland waterway transport

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Importance of inland shipping for EU transport

- **13 out of the 28 EU Member States have interconnected waterways;**
- **Much idle capacity of waterways;**
- **Actual IWT performance about 150 Bln tonkms. Forecasted performance in 2040 between 200 – 250 Bln tonkms;**
- **Energy efficient.**



IWT sector from a social point of view

- **Sector is very fragmented:**
 - **9579 IWT enterprises in 2010;**
 - **Majority has only 1, or 2 - 9 employees;**
 - **Low level of organisation;**
 - **At the moment there are about 50.000 persons in total employed in the IWT sector, of which 35.000 (70 %) in the Netherlands, Germany, France, Switzerland, Belgium and Luxemburg.**

Different regulations and problems arising therefrom

- **Specific regulations regarding the professional qualifications of the crew and the manning of inland ships;**
- **Differences and also overlap in these regulations between Member States and River Commissions like the CCNR for the river Rhine, and the Danube Commission for the river Danube;**
- **This gives problems regarding mobility of employees, job attractiveness and safety.**

Cooperation to overcome the differences

- **Common expert Group:**
 - **Representatives of EU countries, river commissions, EDINNA and social partners;**
 - **Co chaired by EC and CCNR;**
 - **11 meetings from September 2012 till November 2014;**
 - **Working on: recognition and modernisation of professional qualifications in inland navigation by changing Directive 96/50/EC regarding the conditions for obtaining boatmasters' certificates;**
 - **Goal: from experienced based to competence based qualifications.**



Results

- Step to new regulations. Benefits:

- Assurance of same professional qualification of crewmembers (boatmaster, boatman) within Europe;
- Increase of their mobility;
- Increase of safety;
- Possibility to shorten the period to get the necessary qualification, and so making these jobs more attractive, while maintaining the right level of safety;
- Make the use of inland shipping simulators possible.

**Hopefully this step to new regulations can be converted into formal regulations of the EU as soon as possible!
The IWT sector really needs it.**

