


Procedure file

Basic information		
SYN - Cooperation procedure (historic)	1993/0517(SYN)	Procedure completed
Maritime safety: seafarers, minimum training level Amended by 1996/0240(SYN) Repealed by 2000/0131(COD) Subject 3.20.03.01 Maritime safety 3.20.10 Transport undertakings, transport industry employees 3.20.15.06 Maritime or inland transport agreements and cooperation 4.40.15 Vocational education and training		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	PPE SARLIS Pavlos	26/07/1994
Council of the European Union	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	1803	22/11/1994
	Economic and Financial Affairs ECOFIN	1782	19/09/1994
	Transport, Telecommunications and Energy	1768	13/06/1994

Key events			
26/05/1993	Legislative proposal published	COM(1993)0217	Summary
12/07/1993	Committee referral announced in Parliament		
16/02/1994	Vote in committee		Summary
16/02/1994	Committee report tabled for plenary, 1st reading/single reading	A3-0083/1994	
08/03/1994	Debate in Parliament		Summary
09/03/1994	Decision by Parliament	T3-0141/1994	Summary
21/04/1994	Modified legislative proposal published	COM(1994)0124	Summary
19/09/1994	Council position published	08195/1994	Summary
28/09/1994	Committee referral announced in Parliament, 2nd reading		
25/10/1994	Vote in committee, 2nd reading		Summary
25/10/1994	Committee recommendation tabled for	A4-0042/1994	

	plenary, 2nd reading		
15/11/1994	Debate in Parliament		
16/11/1994	Decision by Parliament, 2nd reading	T4-0108/1994	Summary
22/11/1994	Act adopted by Council after consultation of Parliament		
22/11/1994	End of procedure in Parliament		
12/12/1994	Final act published in Official Journal		

Technical information

Procedure reference	1993/0517(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
	Amended by 1996/0240(SYN) Repealed by 2000/0131(COD)
Legal basis	EC before Amsterdam E 084-p2
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/05960

Documentation gateway

Legislative proposal	COM(1993)0217 OJ C 212 05.08.1993, p. 0001	26/05/1993	EC	Summary
Economic and Social Committee: opinion, report	CES1159/1993 OJ C 034 02.02.1994, p. 0010	24/11/1993	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading	A3-0083/1994 OJ C 077 14.03.1994, p. 0002	16/02/1994	EP	
Text adopted by Parliament, 1st reading/single reading	T3-0141/1994 OJ C 091 28.03.1994, p. 0042-0109	09/03/1994	EP	Summary
Modified legislative proposal	COM(1994)0124 OJ C 144 27.05.1994, p. 0003	21/04/1994	EC	Summary
Council position	08195/1994 OJ C 301 27.10.1994, p. 0041	19/09/1994	CSL	Summary
Commission communication on Council's position	SEC(1994)1494	26/09/1994	EC	
Committee recommendation tabled for plenary, 2nd reading	A4-0042/1994 OJ C 341 05.12.1994, p. 0005	25/10/1994	EP	
Text adopted by Parliament, 2nd reading	T4-0108/1994 OJ C 341 05.12.1994, p. 0063-0069	16/11/1994	EP	Summary

Additional information

European Commission	EUR-Lex
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Final act

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Maritime safety: seafarers, minimum training level

This proposal for a Directive aimed to harmonise the minimum level of training required for seagoing professions (masters, officers, seamen, engineers, persons responsible for the operation of lifeboats and life rafts): drawing upon the relevant international provisions (such as the ILO's STCW Convention), it incorporated, in addition to such training, a linguistic aspect for professions involving contact with passengers and those applicable to vessels carrying hazardous or polluting substances. With effect from 1995, all Member States would be required to issue seafarers with certificates complying with the provisions laid down. Moreover, agreements between the Community and third countries would have to guarantee the establishment of equal standing between all crews, Community and otherwise, working within the Community.?

Maritime safety: seafarers, minimum training level

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Maritime safety: seafarers, minimum training level

The Committee on Transport and Tourism adopted the report of Mr. SARLIS (Gr., EPP) on the Commission proposal. But a Committee majority felt that the rapporteur's text would lead to regionalization and therefore rejected most of his amendments. The majority got the support of the Commission's representative, who told Committee members that adoption of the Sarlis amendments would seriously damage the directive. Nevertheless, Committee and Commission agreed on one thing: the training of seamen in the Community has to be improved. Said Mr. VAN DER WAAL (NL, n.i.): "I am against Mr. Sarlis' amendments, because they lead to less severe conditions for EC seamen and to moderate conditions for non-EC seamen. This is bringing us nowhere". And the Committee stressed that on an EC ship the crew should have at least on language in common. The Commission representative told Committee members that the Commission is against a directive leading to regionalization. Circumstances in the south of the Community may not vary from those in more northern Member States. The European Union should accept the IMO conditions. He said that 80% of accidents at sea are due to human failure.

Maritime safety: seafarers, minimum training level

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Maritime safety: seafarers, minimum training level

Parliament adopted the report by Mr Sarlis on the minimum level of training for seafarers. ?

Maritime safety: seafarers, minimum training level

The Commission incorporated Parliament's amendments which sought: - to improve the wording of the text in order to take better account of the IMO Convention on standards of training for seafarers, the requirements of the STCW Convention on certification and watchkeeping for seafarers and IMO Resolution A 778(18) on minimum training requirements for those appointed to assist passengers in the event of an emergency arising on board passenger ships; - to make reference to training and certification in non-Community countries and to introduce common criteria to be applied throughout the EU for the recognition of these certificates; - to strengthen measures for aptitude inspections to be carried out by the State port authorities. ?

Maritime safety: seafarers, minimum training level

The Council's common position incorporates the essence of the amendments by the European Parliament. The Council also approved part of Parliament's opinion on deleting all rules on watches from the annexes to the directive. The Council also introduced a number of new provisions into the proposal for a directive: - replacing the term "maritime professions " by "seafarers"; - adding a reference to the question of using a common language; - making explicit reference to the STWC convention in the Annex to the directive; - deleting the articles referring to Directives 92/29/EEC and 89/391/EEC; - clarifying the obligations of the Member States as regards training and certification; - referring to Directives 89/48/EEC and 92/51/EEC in order to resolve the problem of the recognition of certificates issued by the Member States, irrespective of the certificate holder's nationality; - introducing a detailed procedure for the recognition of certificates issued in the Union by third countries; - introducing a procedure for adapting the directive to subsequent changes in the international codes applicable.?

Maritime safety: seafarers, minimum training level

By adopting the draft recommendation for second reading on the common position on the proposal for a Council directive on the minimum level of training for seafarers (94/0157SYN) yesterday, the Committee calls on the European Commission to study to what extent resources for existing funds or initiatives, including the Commission's YOUTH START initiative, may be used to develop training programmes and promote job creation for seafarers. The high rate of unemployment among young people in the EU Member States and the need to increase the proportion of EU citizens among the crews of European vessels make it absolutely essential that an action programme be adopted as a matter of urgency to provide young people in Europe with information about - and make them familiar with - seafaring, to cover training costs and to ensure from the outset that they will find jobs after the end of their training. The number of seafarers in the Member States is declining at an alarming rate. Unless specific measures are taken at EU level to check this trend, this profession will be wiped out, the rapporteur told the Committee. In the meantime, 8 Member States have welcomed the rapporteur's suggestions and the 4 others are still considering the matter. ?

Maritime safety: seafarers, minimum training level

The European Parliament approved the Council common position without amendment. ?

Maritime safety: seafarers, minimum training level

OBJECTIVE: to harmonise the minimum level of training of "seafarers" (masters, officers, deck officers, chief mates, engineers, radio operators, electricians, ratings and lifeboatmen). **COMMUNITY MEASURE:** Directive 94/58/EC on the minimum level of training for seafarers. **CONTENT:** this directive makes provision for the following: . masters, officers and ratings forming part of a navigational watch or engine room watch and lifeboatmen serving on a ship must be trained in compliance with the requirements of the STCW Convention (IMO Convention on Standards of Training, Certification and Watchkeeping for Seafarers) and must hold a certificate; . the training provided to seafarers must allow them to acquire the theoretical knowledge and practical skills required by the annex to the directive (in particular the use of life-saving and fire-fighting equipment) and must include language training for persons in contact with passengers and working on ships carrying dangerous or polluting products; . the Member States must designate the bodies authorised to provide training and issue certificates; . detailed provision is made for the mutual recognition of certificates between Member States (including certificates held by non-Community nationals); . in circumstances of exceptional necessity, a seafarer without a certificate may be granted dispensation to serve on board a ship for a period of no more than six months. This dispensation may not be granted to a master or chief engineer or radio operator (except in cases of force majeure) and may only be granted to a person with a certificate for the post immediately below; . the Member States must take measures to guarantee that third country ships with no Community certificate or certificate which complies with the STCW Convention are subject to aptitude inspections as a matter of priority; . provision is made for a procedure to adapt the directive to any amendments which may be made to the international codes applicable. **DATE OF TRANSPOSITION:** 31 December 1995. ?