

## Measure 38: Greater harmonization of boatmasters' certificates

### **First page:**

<p><i>Policy package:</i> <b>4A:</b> Liberalisation and harmonization</p>
<p><i>Measure 38:</i> Greater harmonization of boatmasters' certificates throughout the Community's inland waterway network, including the Rhine.</p>
<p><i>What is the problem being addressed ?</i> The measure aims to set uniform, minimal standards for professional capabilities for personnel sailing with ships in the inland waterway network. Actually the national boat master certificates are harmonized and recognized between the Member States to a large extent on the basis of Directive 96/50, at least in the Member States with an interlinked waterway network. For the other Member States with no linked waterways, there is no actual need for further harmonization, but these States have to recognize the national certificates based on Directive 96/50. However, the real issue that create the need for harmonization is that the certificated based on Directive 96/50 are not recognized on the Rhine. This attempt of harmonization is similar (of course on a much smaller scale) to attempt to harmonize of driving licenses in road transport. The harmonization of boatmasters' certificates is part of policies to create a level playing field in inland waterways transport. It could lower business costs somewhat (e.g. by increasing competition in training institutes or by lowering market entry costs) and increase the mobility of personnel in an industry suffering in many market segments from severe personnel shortages.</p>
<p><i>Measure's costs and/or benefits:</i> The costs of the measure (if implemented) would primarily consists in cost incurred by Member States, to adapt training courses and exams to the new harmonized requirements</p>
<p><i>Legislative implementation at the EU level:</i> After having consulted with business representatives it was decided that the envisaged harmonisation was not needed at the moment. It was decided to drop attempts to implement this measure in legislation. So it never came to the announced initiative in 2002 and there were no proposed Directives, besides the existing Directive 96/50.</p>
<p><i>What are the objectives ?</i> If implemented, indeed the benefits of the measure would be modest since inland waterways transport is not a labor bur capital intensive transport mode. Since at present the cost to get the certificates are already modest, the impacts on price levels would be very small indeed. Perhaps since May 1<sup>st</sup> 2004 (with new member States in the Danube region joining the EU) the situation has changed somewhat and in the future one may perhaps see some new initiatives and perhaps the harmonization issue will return on the political agenda.</p>
<p><i>Interactions with other WP measures:</i> There are few clear interactions with other WP-measures or policies, apart from the already noticed similarity with attempts to harmonise driving licenses in road transport.</p>

## Second page

*Output indicators:*

- Number of countries having accepted and legally implemented the new professional requirements.

*Outcome indicators: intermediate impacts on transport markets*

Initial impact: Changes in costs

Changes in productivity of personnel

Subsequent impacts: Changes in price level

Changes in freight volumes transported to, from, via IWT

Indicators are not standard available, some market data collection will be needed.

*Outcome indicators: final impacts on transport users and non users*

The measure could influence positively the safety of IWT, which already relatively high.