

**MUTUAL RECOGNITION
OF CERTIFICATES IN THE SEA FISHING
SECTOR IN EUROPE**

FINAL REPORT

**Study prepared for the Forum to be held on this subject at Bénodet (FR)
13 and 14 October 2000**

**Joint action by the social partners in the sea fishing sector
(Europêche, Cogeca “fisheries” and E.T.F.),
co-financed by the European Commission
(European Social Fund)**

Brussels, December 2000

TABLE OF CONTENTS

I.	Introduction	p. 4
II.	The mutual recognition of certificates in Europe – the general background	p. 6
III.	How does the question of mutual recognition of certificates present itself in the sea fishing sector in Europe?	p. 9
IV.	Comparative approach to training systems in the sea fishing sector	p. 11
	a) Methodology	p. 11
	b) Commentaries on the tables	p. 12
	c) Interest in and limits to the comparison of certification systems	p. 20
	d) Systems with different underlying logics	p. 21
V.	Conclusions	p. 23
	ANNEXES:	p. 25

TABLE 1: TYPES OF FISHING NAVIGATION

Germany
Denmark
Spain
France
Ireland
Italy
Netherlands
Portugal
United Kingdom
Sweden

TABLE 2-3 “DECK OFFICER” CERTIFICATES

Germany
Denmark
Spain
France
Ireland
Italy
Netherlands
Portugal
United Kingdom
Sweden

TABLE 5: "ENGINEER" CERTIFICATES

Germany
Denmark
Spain
France
Ireland
Italy
Netherlands
Portugal
United Kingdom
Sweden

TABLE 6: MINIMUM COMPULSORY TRAINING:

Germany
Denmark
Spain
France
Ireland
Italy
Netherlands
Portugal
United Kingdom
Sweden

TABLE 7: INITIAL VOCATIONAL TRAINING

Germany
Denmark
Spain
France
Ireland
Italy
Netherlands
Portugal
United Kingdom
Sweden

* * *

I. Introduction

The present study is part of the work of the "Vocational Training" working party of the Sectoral Social Dialogue Committee for the Sea Fishing Sector, which reports to the "Employment and Social Affairs" Directorate-General of the European Commission. This Committee includes members of the European Transport Federation, Europêche and Cogeca "Fisheries".

Given the initiatives taken by the European Commission to achieve the free movement of workers, the "vocational training" working party felt that it would be useful to advance the current work on the recognition of certificates in the fisheries sector by means of a large-scale forum, to which would be invited the competent national authorities, representatives of the European Commission, and representatives of industry and of training institutions.

In order to prepare and provide content for the discussions at the forum, the working party extended its earlier research. This can be summarised as follows.

The working group prepared a study on vocational training in 1978. This was updated in 1988 and 1992. The 6 February 1997 plenary meeting of the Joint Committee on Social Problems in Sea Fishing recognised the need to update the data at the disposal of the industry. The data related to the system of mutual recognition of qualifications and to the prerogatives linked to certificates in the sea fishing sector.

Several seminars have also been organised on this topic, at Bamio, Wépion (1984) and Seville (1988), attended by professional organisations, training centres and tutelary authorities.

In 1998, the "Vocational Training" working party sent out a new questionnaire to members of the Joint Committee for Social Problems in Sea Fishing¹, with a view to updating the information gathered during earlier work on training systems in Europe.

This questionnaire, supplemented by direct information, forms the basis of the present study.

The study is structured as follows:

- reminder of the general European-level framework for the mutual recognition of certificates;
- the case of sea fishing in this context;
- comparative analysis of training systems in the sea fishing sector.

The replies received in 1992 showed that each Member State has a series of certificates, compulsory and otherwise, with between 2 and 6 levels for "deck" officers and 2 to 4 levels for "engineers". The enlargement of the European Union has made it necessary to supplement the existing data.

¹ This became the Sectoral Social Dialogue Committee in 1999.

The questionnaire sent out in 1998 also took into account the STCW-F International Convention on minimum standards of crew training for fishing vessels. Even though this convention has not yet come into effect, it could affect national systems in the medium term.

The replies received in 1998 provided, therefore, an interesting basis for listing the different degrees of qualification which exist right now in the European Union and to study how the problem of mutual recognition of certificates poses itself in the sea fishing sector in Europe.

* * *

II. The mutual recognition of certificates – the general background

The system of general recognition is governed by two directives of 1989 and 1994² which regulate the conditions under which the national of one Member State may have his or her professional qualification recognised in another Member State.

The system established by the Community Directives covers 17 countries, that is the 15 Member States plus Iceland and Norway.

The system involves:

- an MSO: Member State of Origin
- an HMS: Host Member State
- diplomas and professions having different features from one Member State to the next.

The system applies only to professions that are regulated in an HMS (Host Member State). Non-regulated professions may be exercised directly in another Member State without any prior need to apply for recognition of the worker's qualifications.

There exists a so-called "general" system that applies to most regulated professions. A small number of specific professions (such as dentists, veterinarians, general medical practitioners, architects, etc.) are covered by sectoral directives. For the latter, the levels of correspondence have been defined a priori, and the mutual recognition of an individual's diplomas is "automatic".

Other professions are the subject of transitional directives (insurance agent, warehouse operator, restaurant operator, hairdresser, etc.).

For all other regulated professions (including sea fishing), it is the general system that applies. This latter system is not based on automatic, a priori recognition, but on the contrary defines a **recognition procedure** that is applicable in each individual case.

We describe this system briefly below:

- ⇒ The application for recognition is **individual**. It presupposes that the applicant is fully qualified to exercise his or her profession in the MSO (Member State of Origin)³. If this qualification supposes, in order to be recognised, that the applicant has completed practical training periods, these need to have been fully completed (for example, periods at sea for marine professions). The applicant submits his or her application to the HMS which is competent in this area (for example, the government department which manages marine certificates).
- ⇒ In principle, to the extent that the individuals concerned are fully qualified in their own Member States to exercise the same profession as the one for which they are requesting recognition of their diplomas, **their professional qualifications are recognised as such**. However, before giving its judgement, the competent authority will **compare the vocational training acquired in the MSO with that required in the HMS**.

² - 89/48 EEC and 94/51 EEC.

³ - which does not necessarily mean that the qualification has been obtained in this same Member State.

⇒ Where it observes major differences in either the duration or the content, it may recognition of the diploma subject to **supplementary requirements**, which can take several forms. These can be:

- . either acquiring professional experience in the function,
- . or undertaking an additional placement,
- . or an aptitude test.

⇒ Only one of these three measures can be demanded in order to compensate a different in duration⁴. The placement or the test relates, in principle, only to gaps in the content or the field of activity in question. In principle it is the applicant who can choose between a placement and a test.

⇒ The competent authority has a maximum of 4 months after an application has been filed in order to reply to the individual's request. Any rejection must be accompanied by reasons, and may be appealed before the HMS courts. Beyond this deadline, the applicant can seek a decision in front of the courts.

The STCW-F Convention

(Standards of Training, Certification & Watchkeeping for Fishing Vessels)

The STCW-F convention, which was adopted in 1996, sets minimum standards of competence for the following functions:

- master on vessels > 24 m, open waters
- watch officer on vessels > 24 m, open waters
- master on vessels > 24 m, restricted waters
- watch officer on vessels > 24 m, restricted waters
- engineer (chief and second), on vessels with a rated power in excess of 750 kW
- radio communications personnel, who could potentially use the GMDSS procedure.

For each of these functions, the convention states:

- the minimum conditions for exercising them: age, physical condition (view and sight), prior navigational experience⁵, required certificate, etc.
- the minimum level of knowledge that the licence or certification corresponding to this function should cover. For each of these areas, the convention gives the minimum skills and know-how requirements.

The convention also makes recommendations to States with a view to developing the training of non-officer "deck personnel" on vessels of over 24 m.

⁴ - a difference of at least 1 year according to the directive.

⁵ - For example, a minimum of 12 months at sea as a watch officer on a vessel of at least 12 m.

In other words, the STCW-F approach is based on the definition of **minimum standards** of vessel safety and equipment. It sets the thresholds to be respected as a function of the type of vessel, its equipment and the zone in which it operates. These limits are:

- navigation in restricted/open waters
- > 24 m
- > 750 kW.

The Sectoral Dialogue Committee working party's survey examined only the existence or otherwise of these thresholds in the various countries (cf. question IV).

The tables given in annex 1, which have been prepared from the questionnaire responses, show that part of the countries do not use these criteria right now.

Although it has right now been ratified by only two countries (Denmark and Russia), the convention could serve Member States as a reference for comparing certificates and advancing towards harmonisation.

This would, however, presuppose a comparative approach to **training content** in order to verify whether this meets the minimum standards defined by the convention. This work could be undertaken within REFOPE (European Network for Fisheries Training and Employment).

Moreover, we note that the convention covers only vessels in excess of 24 m, and in the case of "engineer" certificates, only rated powers in excess of 750 kW.

III. How does the question of mutual recognition of certificates pose itself in the sea fishing sector?

The sea fishing sector is particularly concerned by the general system of mutual recognition of diplomas for the following reasons:

- exercise of the profession is strongly regulated in all EU countries, even if these regulations vary by level (command or executory functions).
- The profession of “sea fisherman” exists in all European countries in very similar forms: owing to the CFP, the exploitation of Community waters, the exercise of common types of fishing, etc. Fishermen use knowledge and skills that are comparable from one country to another. It is a profession which in principle has a natural predisposition for professional mobility.
- Even if we can observe only a few examples of mobility until now, this phenomenon is likely to increase given the difficulties now being encountered in most European countries in recruiting fishermen. One can suppose that countries like the United Kingdom, France or the Netherlands, which already face recruiting problems, could be attractive for qualified sailors from other Union countries (Spain and Portugal in particular).

Comparative analysis of the training systems of the various Member States with a view to a general system of mutual recognition would therefore seem a topical subject.

Analysis of the practice of Member States’ national administrative practice shows that :

- until now there have been (very) few applications, and these have involved either third country fishermen or merchant seamen. Applications for “engineering” functions are more numerous than for “deck” functions.
- national procedures are right now pretty long and dissuasive.... Following the directive, the HMS asks the MSO, via diplomatic channels or directly to the tutelary authority, for a description of the applicant’s diploma (content and duration of training, time at sea attached to the different prerogatives). Each application is handled specifically and uniquely given the individual examination that it calls for (applicant’s time at sea). The processing time required varies from country to country, but is in general fairly long (several months). If Member States already had better advance information on certificates and their prerogatives, this would reduce this waiting time (cf. proposals). We also note that the multiplicity of certificates in many countries – certain of which are in fact pretty close in terms of prerogatives – does not facilitate this process.

Systems of training for fishing nonetheless present certain specific features with respect to the general recognition system.

⇒ **Their complexity** What we have here is not a single certificate as for the profession of midwife or architect, but a series of certificates at several levels linked to different prerogatives depending on the type of vessel or navigation. It is not simply a question of establishing a correspondence between a diploma and a function on board ship, but of comparing two multi-dimensional systems.

- ⇒ **Their frequently mixed character** One and the same certificate can have different prerogatives attached to it in the “deck” and “engineer” services. In addition, certain certificates are common to fishing and merchant shipping activities, thereby adding an additional dimension to mutual recognition.
- ⇒ Most certificates enabling their holders to exercise a command function on board (deck or engineering) are based on theoretical training along with **practical training or a period at sea**. Any comparison between diplomas therefore has to include this dimension. This factor facilitates comparisons between countries given that time at sea can be seen as a homogenous variable.
- ⇒ Finally, many Member States reserve the function of vessel commander to national seamen, which de facto limits the possibility of intra-Community mobility for fishing skippers.

These comments show that mutual recognition in the field of fishing has to be based on a systematic comparison of training systems. This is the subject of the next chapter.

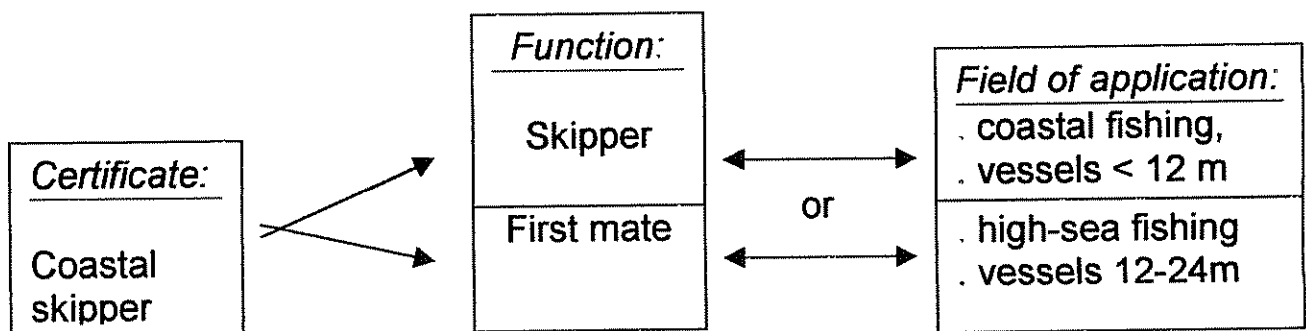
IV. A comparative approach to marine training systems

a) Methodology

The certificates and diplomas have been reduced to an identical basis in order to facilitate comparison. We have systematised their description as a function of the items that characterise each certificate. These are:

- a **certificate name**,
- one or more **functions** that the certificate enables its holder to exercise (for example: first mate or skipper, chief engineer, etc.),
- a **field of application**. This is generally limited, and is defined in various ways: type of navigation, maximum distance from the coast, maximum vessel size, maximum power rating for engineer's certificates, etc.

The representation of the certificates given below appears to function in all the cases in question:



This tables annexed to the present document are constructed on this basis. We should distinguish here:

⇒ the tables which make it possible to compare **fields of application**:

- . table 1: definition of the types of navigation
- . table 4a: definition of restricted/open waters
- . table 4b: criteria of vessel size and power rating

⇒ tables describing the “deck officer” and “engineer’s” **certificates**, using the system described above

- . table 2-3: “deck officer” and “watch officer” certificates.
- . table 5: “engineer” certificates

⇒ tables describing the **initial training system**:

- . table 6: minimum compulsory training before going to sea

table 7: initial training for young persons

b) Commentaries on the tables

Table 1: definitions of the types and categories of navigation used for regulating certificates in the various Member States

The questionnaire started from the 4 categories of navigation listed by the 1992 survey. These are:

- small-scale (or near-water) fishing
- coastal (or inshore) fishing
- high-sea fishing (or middle-water)
- deep-sea (or ocean) fishing

The tables show that six countries use these four categories:

Germany, Spain, France, Italy, Portugal and the United Kingdom.

However, the criteria used in defining these categories are not identical in the different Member States:

- Germany: the differentiation criterion is one of navigation *distance*.
- Spain: *idem*.
- France: the differentiation criterion is one of navigation *duration*.
- Italy: criterion of *distance*.
- Portugal: combined criteria of *duration, distance and length* and *power rating* of the vessel.
- United Kingdom: combined criteria of *distance* and *length*.

The other countries that do not use these four categories nonetheless have similar differentiation categories:

- Denmark distinguishes between only two categories of navigation: *coastal* and *ocean* (criterion of *distance*),
- Ireland: no pre-defined navigation categories, but certificates are nonetheless differentiated according both to the *size of the vessels* and *navigation distance* (restricted/open waters),
- Netherlands: two navigation categories only: small-scale and high-sea fishing, defined by criteria of *length* and of navigation *distance*.
- Sweden: three navigation categories based on the criteria of *length* and of navigation *distance* (the first category being *interior navigation*, the third being *European navigation*).

In other words, the definitions of the navigation criteria differ from one State to another, as do the criteria on which they are based.

Within this fairly heterogeneous mixture, we observe, however, one constant: two navigation categories are present in almost every country:

- *small-scale* or *coastal* fishing, which is the first level of navigation defined by the regulations: its definition generally makes use of the notion of *distance*, but this varies between three and 12 miles depending on the country.
- *deep-sea* or *ocean fishing*, which is applied to navigation which is not limited by vessel size, distance or duration. Given that this latter category is associated with a master's certificate which is by definition unlimited, this should permit relatively easy mutual recognition.

Two other questions also relate to this problem of definitions.

Question 4: Does your country define criteria of restricted/open waters?

Table 4a: Does your country define criteria of Restricted/open waters?		
	Restricted waters	Open waters
Germany	Yes (<i>cf. question 1</i>)	
Denmark	Not defined in national regulations	Not defined in national regulations
Spain	Yes (<i>cf. question 1</i>)	
Ireland	From 14°30' W, between 62° N as far as the Norwegian coast and 42° N as far as the Spanish coast	
France	Not defined in national regulations	Not defined in national regulations
Netherlands	Zone limited to a 30 mile band along the French, Belgian, Dutch, German and Danish coasts, limited to the south by the Dover-Calais line and to the east by the 8° longitude E meridian.	
Portugal	Yes (<i>cf. questions 1 & 2</i>)	
United Kingdom	46°30'N to 62° N and to 10°/ 12°W	
Sweden	Not defined in national regulations	Not defined in national regulations

Six countries replied positively and four negatively.

However, these limits (expressed generally in terms of geographical coordinates) are logically specific to each country.

Ultimately, even if the notion of *restricted waters* is not used, the concept of *navigation distance* is involved in every country in order to distinguish the varying masters' certificates.

It is always expressed in nautical miles, except in the case of France and Portugal, which express it in navigation *duration*.

<i>Table 4b: Is the ship size criterion used as a reference in your regulations?</i>		
	“Deck” certificates	“Engineer” certificates
	Vessel length	Power rating
DE	Not used as a reference criterion for deck officer certificates	
DK	YES (24 m)	minimum threshold: 100 kW
ES	Not used as a reference criterion for deck officer certificates	
FR	Not used as a reference criterion for deck officer certificates	YES (chief engineer 750 kW)
IRL	YES (24 m)	YES (750 kW)
NL	Yes (<i>cf. question 2-3</i>)	YES (<i>cf. question 5</i>)
PO	Not used as a reference criterion for deck officer certificates	
UK		YES (750 kW)
SW	YES (>24m: skipper A)	YES (>750kW: engineer A)

The question had been posed with reference to the STCW-F convention, the training recommendations of which apply to vessels over 24 m in length, and for “engineer” training, to vessels with an power rating in excess of 750 kW.

In fact, these limits are used currently only in half the countries.

This only goes to confirm the differences noted earlier in the definitions.

Questions 2 and 3: Description of the “deck” and “navigation watch” officer certificates

The commentaries below present the broad outlines and the principles governing the certificate systems in the various countries. For more precise descriptions, readers are referred to the tables themselves.

Germany:

The system is based on 3 certificates (BKÜ, BKW and BGW), each corresponding to master's status on one of the three types of navigation (coastal, high-sea and deep-sea fishing).

For the two higher level certificates (BKW and BGW), two years' navigation after passing the examination is needed in order to command a vessel. They also entitle the holder to exercise the function of navigation watch officer (the latter function not being obligatory in coastal fishing).

Denmark:

The system is based essentially on two types of certificates, one allowing its holder to command an inshore vessel (Skipper 3rd level), and the other allowing its holder to command an ocean-going vessel (Skipper 1st level).

In both cases, Danish nationality is required. A period of twelve months at sea in lower positions is also required in order to carry out these functions.

Spain:

The system consists of six masters' certificates, with increasing prerogatives in terms of vessel size and navigation distance.

Two mixed certificates cover coastal fishing (*patrón local de pesca* and *patrón costero polivalente*). Three certificates relate to types of navigation in Community inshore and high-sea fishing (*patrón de pesca litoral de segunda clase* and *patrón de pesca litoral de primera clase*, with limits in terms of vessel size and navigation distance. The third type of certificate is that of *patrón de pesca de altura*, which relates to high-sea fishing vessels with no limitations as to size or distance.

The *capitán de pesca* certificate (with unlimited prerogatives) is based on a progressive system, which makes provision for successive twelve month periods at sea in order to move from lower to higher functions (with the exception of the two inshore certificates).

France:

The system is, in principle, very comparable to the Spanish one. Four master's certificates correspond to the four navigation categories described above (cf. question 1). Candidates must generally prove that they have spend several months at sea in order to present themselves for an examination (with the exception of *small-scale fishing*). It should be noted that, in *small-scale fishing*, the certificate that is demanded differs depending on whether the vessel has more or less than 10 GRT.

The function of skipper requires French nationality. One particularity of the French system: The first level of vocational training that is required in order to go on board ship is two years' training, which also entitles the person in question to the master's certificate, and to post of skipper in small-scale fishing (with a minimum age of 18).

Ireland:

No certificate is demanded for vessels < 16.5 m. From this size upwards, there are three master's certificates corresponding to three types of length (24 m, 50 m and > 50m) and three types of navigation (inshore, restricted waters, open waters). Each certificate also allows its holder to serve as *second officer* in the next size vessel up.

Italy:

There are three masters' certificates, graduated according to the size of the vessel and the type of navigation. Two certificates relate exclusively to coastal fishing, two others to fishing on board vessels from 60 to 250 GRT, and the last two to ocean fishing (> 250 GRT). The two latter certificates also allow their holders to exercise officer functions on board ocean fishing vessels, subject to certain age and navigation conditions.

The specificity of the Italian system lies in the fact that the higher certificates give access to a double level of prerogatives: for example, commanding a boat of up to 1000 GRT or 4000 GRT depending on the conditions ⁶ for the "aspirant captain" certificate.

Netherlands:

The certificates are both deck officer/engineer's certificates. In other words these are "engineering officer" certificates. There are six of these, at different levels, following the triple criteria of size, power rating and distance (restricted/open waters). Compared with the other Member States, we observe that the first certificate level (SW6) gives access to a skipper's position in vessels up to 45 m.

Portugal:

Six masters' certificates are divided according to criteria of size (tonnage) and geographic zone. The first type of certificate is linked to "local" fishing (vessel under 35 GRT), two types of certificate to coastal fishing (vessels of 100 GRT for the first, 250 GRT for the second), and three types of certificates to high-sea and deep-sea fishing (with no geographic restrictions on the three types of certificates).

⁶ - The questionnaire does not define these further.

United Kingdom:

The system is based on three levels of certificates. Each of these entitles its holder to a skipper's and a second officer's title (watch officer or watch seaman). The presence of a watch officer is required only for vessels of over 16.5 m. The command prerogatives grow with the size of the ship (in length) and the navigation distances.

Sweden:

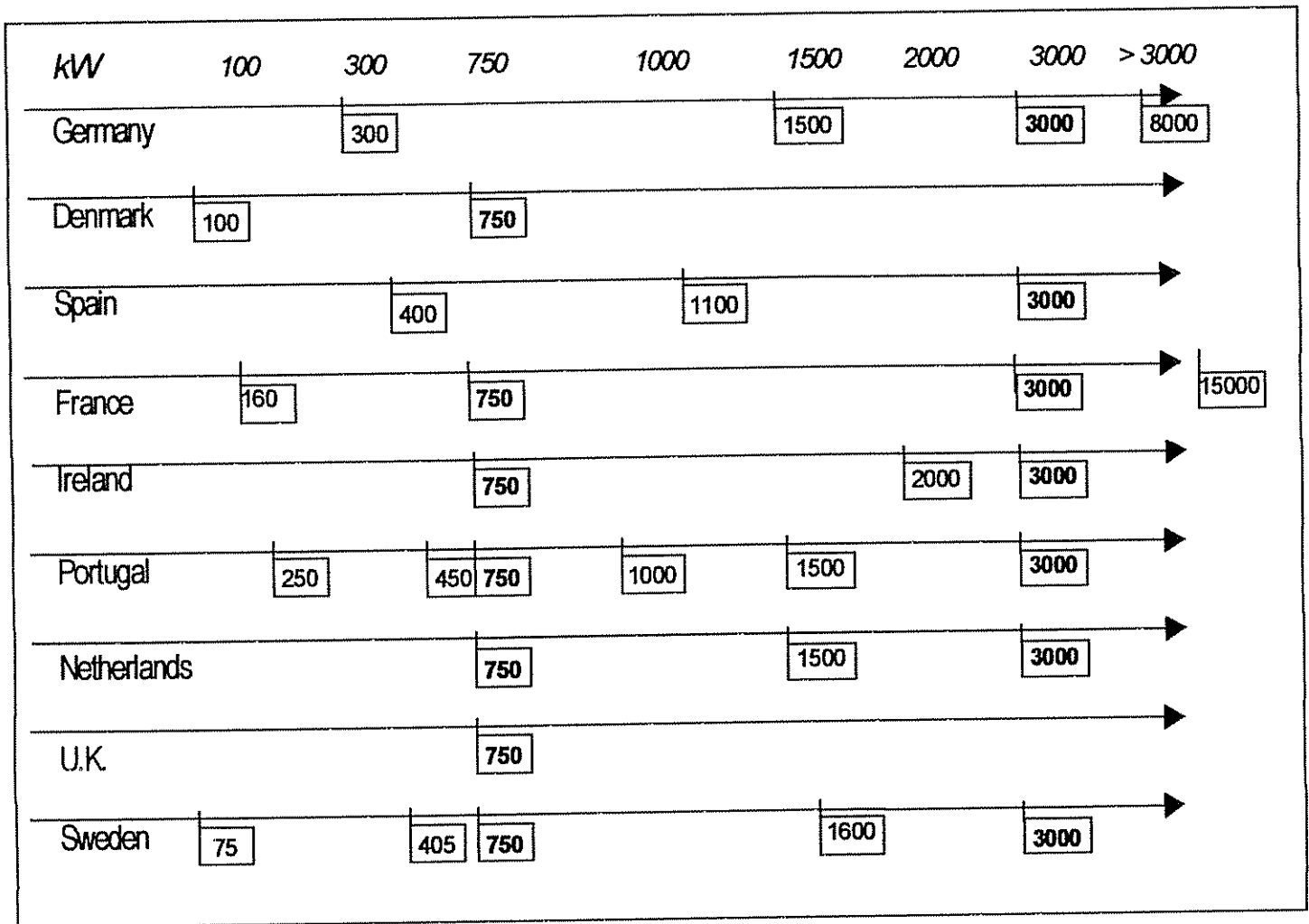
There are five levels of masters' certificates as a function of the size of vessel and the navigation distance. The same certificates allow the holder to exercise watch officer functions.

Question 5: "Engineer" certificates

The general descriptive structure is identical to that for "deck" officer certificates. The systems are all based on increasing prerogatives according to power rating. The same certificate in general allows its holder to exercise a chief engineer function, as well as second engineer functions on less powerful units.

There are, however, certain fairly marked differences on a number of points:

- the number of certificates ranges from two (Denmark) to eight (Portugal);
- the power rating thresholds are specific to each country, as shown in the graph below which places on one and the same scale the various thresholds for the different "engineer" certificates. We note considerable diversity between countries. Two thresholds are, however, common to several countries: that of 750 kW (7 countries), corresponding to the threshold set by the STCW-F (cf. above); and the 3000 kW threshold applied in seven Member countries;
- certain countries have joint deck officer/engineer certificates: this applies in the Netherlands to all certificates, and in Germany and Portugal for the first level of coastal fishing certificate (BKÜ in Germany, Arrais de pesca in Portugal).



Question 6: minimum compulsory training before going to sea

The annexed tables show a situation which varies considerably from one country to another:

Almost all countries, with the exception of the Netherlands and Ireland, state that their systems are based on minimum compulsory training before going to sea. This is always directed at safety, and varies in length from a few days to several weeks, according to the country.

- United Kingdom: 3 days
- Denmark: 3 weeks
- Germany: 2 weeks
- France: 8 weeks
- Spain: 4 weeks
- Sweden: yes Duration?
- Portugal: ?
- Ireland: not compulsory

Question 7: initial training and entering the profession for young people

The question is whether or not initial vocational training exists for young persons wishing to learn the profession.

There is a difference between countries which provide vocational training in this area, allowing persons to become “qualified seamen”, and countries that do not provide this type of training.

In the latter case, the first levels of certificates which we find are masters’ certificates (deck officer or engineer).

The following Member States provide initial training here:

Germany: 3 years’ training, including 3 times 8 weeks’ theoretical training.

Denmark: 22 weeks’ theoretical training + 3 on-board placements of 25 to 27 weeks each.

Spain: the minimum compulsory training (cf. above) in fact constitutes the first level of initial training, which, together with one month’s supplementary training and 36 months at sea, allows a person to take the title of *Pescamar*, enabling him to sign up as a specialist seaman on board fishing vessels.

France: 2 initial training diplomas of 2 years each. At the same time as training qualified seamen, they also make it possible to obtain masters’ certificates (deck officer or engineer), subject to certain minimum age and navigation time conditions.

Ireland: 26 weeks’ training (of which 10 at sea), but non obligatory and not validated by a diploma.

Portugal: 3 years’ theoretical and practical training (placements at sea).

The following countries are among those States who do not provide initial training courses:

Netherlands: the training is undertaken in the context of vocational training courses for young people, who are trained directly for the mixed masters’ certificates described in response to earlier questions. There is no specific qualified seaman’s certificate.

United Kingdom: idem.

Sweden: idem.

The current recruitment difficulties experienced in most European countries is creating competition between these two levels of training: the one short and compulsory, the other longer and providing more qualifications.

c) Interest in and limits to the comparison of certification systems

When a fisherman asks for a certificate to be recognised, this will be a **certificate given for a specific function** (within the meaning of the Community directive, cf. above).

The competent authority in the host country (HMS) will examine the two elements of the certificate:

- **the function which the fisherman wishes to exercise:** these functions are generally relatively similar from one country to the next (skipper, engineer, first mate, seaman, etc. and refer to an organisation of work on board which is built around the need to operate the ship efficiently and safety rules. The names used themselves are in most cases identical. Here, mutual recognition should not pose particular problems, except with regard to **mixed deck/engineer functions**⁷.
- **the field of application of the certificate:** On this point the variations can be considerable from one country to another (cf. tables), in particular as regards the criteria used for setting the boundaries between the different certification levels, as shown by the annexed tables. These differences relate to:
 - the **units and definitions used** which, in order to delimit the prerogatives can consist of vessel lengths, gross registered tonnage, navigation distances or times, power rating units, etc.
 - length, distance or power rating limits vary as a function of the prerogatives and certificates.
- The table below allows us to visualise these differences in units and limits for certain countries ("deck" officer certificates).

⁷ - What would happen if a seaman having either a deck officer or engineer's certificate sought to be recruited for a post normally held in the HMS by a person with a mixed certificate?

Examples of the criteria used to distinguish between different deck officer certificates

Country	Criteria used	
DK	Type of navigation & tonnage	20 grt 500 grt
D	Tonnage & type of navigation	75 grt
FR	Duration & tonnage	24h 96h 20 d 10t 150t
NL	Length	45m 75m 100m
SW	Length & type of navigation	6m 12m 24m 50m

In order for progress to be made here, national governments would have to make a joint effort to establish a table of correspondences between units and limits (case by case approach). This could take place following the limits proposed by the STCW-F convention.

d) Systems with different underlying logics

On reading the tables it would appear that the current training systems divides into two types, with different underlying logics.

Systems based on a minimal approach: these define on the one hand masters' certificates (desk officer and engineer), themselves differentiated according to navigation distance or vessel size, and, on the other hand, the minimum periods of training required before going to sea.

In other words, it is the bottom functions (minimum level required for working at sea) and the upper functions (level needed to command a vessel) that give the system its structure. The intermediate functions are rarely defined in terms of training, and are generally derived from the masters' certificates.

Systems based on a more global approach to training: a series of certificates with growing prerogatives covers all functions and types of navigation. The minimum level of knowledge

required in order to go to sea is aimed at providing a real professional qualification. The intermediate functions are the subject of specific certificates.

In the first group of countries, we find in particular: the United Kingdom, Ireland, Denmark, the Netherlands and Sweden.

In the second group we find more particularly: Spain, France and Germany.

This categorisation is necessarily somewhat arbitrary, but shows the limits of a comparative global approach.

It allows us to observe that, in the perspective of mutual recognition, it will be easier to compare the higher (masters') levels and also the bottom levels (minimum requirements for working at sea) than to establish a general system of equivalences.

V. Conclusions

The general system is based on an individual approach. However, in sea fishing, a common approach is desirable in order to facilitate the processing of individual applications by the HMS administrations.

How will these handle the applications for recognition that they receive?

A brief survey of a small number of national administrations shows that they examine applications in detail, given both the differences which exist between European fishermen's training systems and also the period of time at sea on which access to the certificate is predicated and which, by definition, is specific to each seaman.

The analysis of the data carried out by the present study shows that whilst a comparison of the training systems poses certain technical problems (such as definitions or limits which differ from one country to the other), these are not insurmountable.

In this context, the "Vocational Training" working party of the Social Dialogue Committee for the sea fishing sector observes that responsibility for mutual recognition lies today in the hands of Member States based on the procedure defined by the Commission. The Committee can also act in order to facilitate mutual recognition at the European level, in particular by asking national administrations to speed up the long recognition procedures. The present study constitutes an initial stage permitting an inter-comparison of certificates and diplomas. This work could be prolonged in three ways:

- ⇒ **1. by encouraging Member States to ratify the STCW-F convention.** This can serve as a basis for harmonisation, or if not, at least convergence, of certificates. Without waiting for complete ratification⁸, the convention could serve as a reference for revising certificates and minimum training content in each Member States,
- ⇒ **2. by continuing the work begun by this study** by following up and monitoring Member States' training systems. The knowledge base could be enriched and maintained with the help of the European REFOPE network that the Committee is hoping to introduce.
- ⇒ **3. by examining certain typical, concrete cases** of certificate recognition applications which could potentially be submitted to national administrations. It would be useful to select cases which illustrate, in particular:

Two or three national deck officer certificates (Community waters)

Idem for the engineer's certificate (> 750 kW).

Two or three compulsory certificates demanded on entering the profession (safety training).

⁸ International implementation requires it to be ratified by at least 15 countries.

Then, using the information gathered in the present study (comparative approach to the functions and prerogatives attached to these certificates), the different cases could be submitted to a number of national administrations involved here in order to list the concrete problems encountered in the mutual recognition process.

In this way proposals could be made, after joint analysis of the results in terms of equivalence, of the necessary supplementary placements, of times at sea, of language problems, or the functions which may be filled on board at the end of the recognition process, etc.

* * *

ANNEXES

TABLE OF CONTENTS

TABLE 1: TYPES OF FISHING NAVIGATION

Germany.....	1
Denmark	2
Spain	3
France	4
Ireland	5
Italy	6
Netherlands	7
Portugal	8
United Kingdom	9
Sweden	10

TABLE 2-3 "DECK" CERTIFICATES

Germany.....	11
Denmark	12
Spain	13
France	14
Ireland	15
Italy	16
Netherlands	17
Portugal	18
United Kingdom	19
Sweden	20

TABLE 5: "ENGINEER" CERTIFICATES

Germany.....	21
Denmark	22
Spain	23
France	24
Ireland	25
Italy	26
Netherlands	27
Portugal	28
United Kingdom	29
Sweden	30

TABLE 7: INITIAL VOCATIONAL TRAINING

Germany.....	31
Denmark	32
Spain	33
France	34
Ireland	35
Italy	36
Netherlands	37

Portugal	38
United Kingdom	39
Sweden	40

TABLE 6: INITIAL COMPULSORY TRAINING

Recapitulation	41
----------------	----

Question 1: The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *
 (1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea fishing without geographic limits
 * if you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Designation in the local language	Geographic criteria		Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing (1)	N		<i>Nachfischerrei oder Küstenfischerrei</i>	coastal zone round the home port		open and half-decked fishing vessels			
12. Coastal or inshore fishing	Y	coastal fishing	<i>Küstenfischerrei</i>	coastal zone, Germany and neighbouring countries					
13. High-sea fishing	Y	high-sea fishing	<i>Kleine Hochseefischerrei</i>	Baltic sea; North sea; defined zone (2)					
14. Deep-sea or ocean fishing	Y	deep-sea or ocean fishing	<i>Grosse Hochseefischerrei (geographisch unbegrenzt)</i>	beyond the limits of deep-sea fishing					

Comment:

(1): this is not an official type of fishing navigation. This definition appears only on the navigability certificates delivered for open and half-deck fishing vessels.

(2) Defined zone: from 63° N, between the Norwegian coast and 10°W, then southward to a band situated 60 nautical miles north of the W coast of Ireland, as far as 50°30' N and 10° W, then in a straight line as far as Ushant.

Question 1 : The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits

* If you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Categorie	Type identified	National designation	Designation in the local language	Geographic criteria		Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing	N								
12. Coastal or inshore fishing	N								
13. Deep-sea fishing	N								
14. Ocean fishing	N								
Other categories		coastal navigation	<i>near-shore navigation</i>						
		ocean navigation	<i>ocean-going navigation</i>						

Commentary: Two categories only, established according to geographic criteria.

Question 1 : The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits

* If you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type Identified	National designation	Designation in the local language	Geographic criteria		Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale fishing	Y	coastal fishing	<i>pesca costera</i>	matilime province & < 12 miles			< 10 tjb	< 37,5 Kw	D & Tn & P
12. Coastal or inshore fishing	Y	inshore fishing	<i>pesca litoral</i>	< 60 miles					
13. Deep-sea fishing	Y	high-sea fishing	<i>pesca de altura</i>	> 60 miles & 60° N and 7° 10'E and 20°W.					
14. Ocean fishing	Y	ocean fishing	<i>pesca oceanica sin limites geograficos</i>	no limit (outside above-mentioned zone)					

Question 1: The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

[1] small-scale or coastal fishing, [2] coastal or inshore fishing, [3] high-sea fishing [4] deep-sea or ocean fishing without geographic limits
* if you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Designation in the local language	Geographic criteria		Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing	Y	small-scale fishing	petite pêche		< 24 h				
12. Coastal or inshore fishing	Y	coastal fishing	pêche côtière		24 h < T < 96 h				
13. Deep-sea fishing	Y	high-sea fishing	pêche au large		> 96 h			> = 1000 grt	
14. Ocean fishing	Y	deep-sea fishing	grande pêche		> 20 days			> = 150 grt	D & Tn

Question 1 : The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits

* If you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Designation in the local	Geographic criteria			Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)		
11. Small-scale or coastal fishing	N									
12. Coastal or inshore fishing	N									
13. High-sea fishing	N									
14. Deep-sea or ocean fishing	N									

Commentary: there is no distinction between types of navigation by geographic criteria. The "deck" certificates refer only to criteria of length.

Question 1: The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits

* If you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	Désignation	Designation in the local language	Geographic criteria		Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing	Y	small-scale coastal fishing	<i>piccola pesca costiera</i>	0 to 6 miles (depth > 50 m)			< 10 grt		D & Tn
	Y	local fishing	<i>pesca locale</i>	3 to 6 miles					
12. Coastal or inshore fishing	Y	near-water fishing	<i>pesca ravvicinata</i>	< 20 miles					
13. High-sea fishing	Y	high-sea fishing	<i>pesca d'altura</i>	In Mediterranean					
14. Deep-sea or ocean fishing	Y	ocean fishing	<i>pesca oceanica</i>	beyond the Straights					

Question 1: The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits

* If you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Designation in the local language	Geographic criteria		characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing									
12. Coastal or inshore fishing									
13. High-sea fishing									
14. Deep-sea or ocean fishing									
Other categories		small-scale fishing	near-water fishing					< 59 m	D & L
		high-sea fishing	middle-water fishing					> 59 m	D & L
Commentary:									

Question 1 : The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits

* If you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Désignation vernaculaire	Geographic criteria			Characteristics of the vessel			Combined criteria
				Distance (D)	Duration (T)	Power (P)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing	Y	small-scale fishing or fishing in interior waters	<i>pesca local</i>	up to 6 miles, in each port authority area (capitania), and up to borders with adjoining port authority area < 30 miles	< 12 hours < 12 hours	< 45 kW (undecked) < 75 kW (decked)	< 9 m < 9 m		D&T&L&P	
12. Coastal or inshore fishing	Y	coastal fishing	<i>pesca costeira</i>	cf. note 1	departure from the zone set for each vessel		9 - 33m			
13. High-sea fishing	Y	high-sea fishing	<i>pesca do largo</i>	no geographic limit (except within 12 miles' distance from the Portuguese coastline).	> 15 days			> 100 grt		
14. Deep-sea or ocean fishing	Y	deep-sea or ocean fishing		no geographic limit						

note 1 : 48° N, 14° W, 30° N and the African coast to the east (for the line uniting Ste Marie and Oran and for the European coast);

30°N, 16°W, 25° N and the African coast (East). Getysburg, Joséphine, Ampire, Seine and Dacia Banks.

For fishing vessels from Madeira: sub-zone of the ZEE and Joséphine, Getysburg and Dacia Banks.

For fishing vessels from the Azores: sub-zone of the ZEE and on the Shauer Bank.

Vessels over 100 GRT may not work under 6 sea miles from the Portuguese coast.

Vessels over 180 GRT may not work under 12 miles.

Question 1 : The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate? *

(1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits
 * if you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Designation in the local language	Geographic criteria		Characteristics of the vessel			Combined criteria
				Distance (D)	Duratio n (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing	Y	coastal fishing	Coastal Fishing	< 5 miles		< 7 m			D & L
12. Coastal or inshore fishing	Y	inshore fishing	Inshore Fishing	restricted waters		< 12 m			D & L
13. High-sea fishing	Y	restricted waters fishing	Restricted waters fishing	restricted waters		> 16,50 m			D & L
14. Deep-sea fishing	Y	deep sea/open waters fishing	Deep-sea/ open waters fishing	open waters		> 16,50 m			D & L

limited area: 46°30'N to 62°N and to 10/12° W

Question 1 : The 1992 survey drew up a list of four types of fishing navigation. Please confirm these/define them/add to them as appropriate ? *
 (1) small-scale or coastal fishing, (2) coastal or inshore fishing, (3) high-sea fishing, (4) deep-sea or ocean fishing without geographic limits
 * if you prefer, you may select other classification criteria, according to your specific national conditions (vessel length, distance from the coast, tonnage, engine power, etc.)

Category	Type identified	National designation	Designation in local language	Geographic criteria		Caractéristiques du navire			Combined criteria
				Distance (D)	Duration (T)	Length (L)	Tonnage (Tn)	Power (P)	
11. Small-scale or coastal fishing	N								
12. Coastal or inshore fishing	N								
13. High sea fishing	N								
14. Deep-sea or ocean fishing	N								
Other categories		interior navigation							D & L
		coastal navigation					6-12 m		D & L
		European navigation					12-24 m		D & L
							24-50m		D & L

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.									
Question II : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exact name of these certificates?									
"DECK" CERTIFICATES	Designation in local language	FUNCTION	VESSEL			and/or	TYPE OF NAVIGATION		
			Length	Tonnage	Power				
BKÜ*	Kapitän Küstenfischerei	. Master		< 75 grt		and	.coastal fishing		
BK W		. Second officer					.high-sea fishing		
	Nautischer Schiffsoffizier in der kleinen Hochseefischerei	. Watch officer					. high-sea fishing		
BK W+ 2 years' navigation		. Master					. high sea fishing		
BG W		. Second officer					. deep-sea fishing		
	Nautischer Schiffsoffizier in der grossen Hochseefischerei	. Watch officer					. deep-sea or ocean fishing		
BG W+ 2 years' navigation		. Master	. All sizes			ou	.deep-sea fishing		

Commentary: * Mixed deck/engineer certificate. NB: the presence of watch officers is not required for coastal or inshore fishing.

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives..

Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?

"Deck" CERTIFICATES	Designation in local language	FUNCTION	VESSEL			and/or	TYPE OF NAVIGATION
			Length	Tonnage	Power		
Fishermen's certificate of navigation competence	Certificate of competence in sailing for fishermen	. Second in command . Navigation watch officer	L < 24 m				. coastal navigation
Master of class 3 fishing vessel	Master of fishing vessel of the third degree	. Master (1)		. 20-500 grt		and	. coastal navigation
Master of class 1 fishing vessel	Master of fishing vessel of the first degree	. Master (2)		. 20-500 grt		and	. ocean navigation

Commentary: (1) requirement of 12 months at sea as captain or second in command of class 3 vessel (2) requirement of 12 months at sea as second in command of class 1 or 3 vessel, or as captain of class 3 vessel.

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.							
Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?							
"DECK" CERTIFICATES	Designation in local language	FUNCTION	VESSEL			and/ or	TYPE OF NAVIGATION
			Length	Tonnage	Power		
Master - small-scale fishing/	<i>Patron local de pesca</i>	Master	. L < 12 m	&	. P < 100kW	&	D < 12 miles
Master - local fishing							
Master - mixed coastal fishing	<i>Patron costero polivalente</i>	Master	. L < 20 m	&	. P < 300kW	&	D < 60 miles
Master - coast fishing class 2	<i>Patron de pesca litoral de segunda clase</i>	Master					D < 60 miles
Master - coastal fishing class 1	<i>Patron de pesca litoral de primera clase</i>	Master			. Tn < 200 grt . Tn < 500 grt	& &	52N-20N, 20W-10E
Master - high-sea fishing	<i>Patron de pesca altura</i>	Master			. Tn < 700 grt . Tn > 500 grt	& &	60N-35S, 20W-52E
Fishing captain	<i>Capitan de pesca</i>	Master		no limit		&	unlimited distance

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.

Question III: Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exact name of these certificates?

"DECK" CERTIFICATES	Designation <i>In local</i>	FUNCTION	VESSEL			and/or	TYPE OF NAVIGATION
			Length	Tonnage	Power		
CAPM	CAPM	Master		. Tn < 10 grt		&	small-scale fishing (< 24 hours)
Certificate of capability	Brevet de capacité	Master		. Tn > 10 grt		&	small-scale pêche (< 24 heures)
Fishing lieutenant's certificate	Brevet de lieutenant de pêche	Master					coastal fishing (< 96 hours)
Fishing master's certificate	Brevet de patron de pêche	Master					
Fishing captain's certificate	Brevet de capitaine de pêche	Master					
		Second officer					high-sea fishing
		Third officer					deep-sea fishing
		Master					high-sea fishing
		Second officer					deep sea fishing
		Master					deep-sea fishing

Commentary: Function (III) is not obligatory in coastal fishing. The second officer function is not always demanded in high-sea fishing; the third officer function is not always demanded in deep-sea fishing.

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.

Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?

"DECK" CERTIFICATES	Designation in local	FUNCTION	VESSEL			and/or	TYPE OF NAVIGATION
			Length	Tonnage	Power		
"second hand special" [SHS]	"second hand special" [SHS]	. master	. >16,5 m-< 24 m			&	. Coastal fishing
"second hand limited" [SHL]-	"second hand limited" [SHL]-	. second officer	. < 50 m			&	. Restricted waters
"second hand limited" [SHL]-	"second hand limited" [SHL]-	. second officer	. < ou > 50 m				. Open waters
		. master	. > 24 m-< 50 m			&	. Restricted waters
"skipper limited" [SL]	"skipper limited" [SL]	. second officer	. < or > 50 m			&	. Open waters
"skipper full" [SF]	"skipper full" [SF]	. master	all sizes				. Restricted waters

Commentary: no certificates for vessels < 16.5m

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.									
Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?									
"DECK" CERTIFICATES	Designation in local language	FUNCTION	VESSEL			and/or	TYPE OF NAVIGATION		
			Length	Tonnage	Power				
Navigator - local fishing	<i>Conduttore per la pesca locale</i>	Master		< 25 grt			coastal fishing		
Head of vessel - coastal fishing	<i>Capo barca per la pesca costiera</i>	Master		< 60 grt			coastal fishing		
Seaman authorised to fish	<i>Marinaio autorizzato alla pesca</i>	Master		< 200 grt			coastal fishing		
Marine master, 1st class, for fishing	<i>Padrone marittimo di prima classe per la pesca</i>	Master		< 4000 grt					
Aspirant captain - long distance navigation	<i>Aspirante Capitano di lungo corso</i>	1st officer 2nd or 3rd officer		No limit No limit		and and	Mediterranean ocean fishing		
Captain, long-distance navigation	<i>Capitano di lungo corso</i>	1st officer		No limit	No limit		ocean fishing		

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.

Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?

"DECK" CERTIFICATES>	Designation in local language	FUNCTION (cf. commentary)	VESSEL			and/or	TYPE OF NAVIGATION (N)
			Length (L)	Tonnage (T)	Power (P)		
helmsman/engineer SW6*	<i>Stuurman Werktuigkundige-6</i>	. first in command (master and engineer in 25 sea mile zone)	. < 45 m		. < 1500 kW	L&P&N	restricted waters
helmsman/engineer SW5*	<i>Stuurman Werktuigkundige-5</i>	. first in command . watch (master and engineer in Community EEZ*)	. < 45 m . < 60 m		. < 1500 kW . < 3000 kW	L&P&N	open waters
helmsman/engineer SW4*	<i>Stuurman Werktuigkundige-4</i>	. Master, all zones	. < 100m		. < 6000 kW	L&P&N	open waters

Commentary: * Mixed deck/engineer certificates. In the Netherlands, there are not separate certificates for deck officers, hands or watch officers. Distinction criteria are vessel length and rated power.

Zone 0: open waters; Zone I: restricted waters (definition: cf. Q4); EEZ: Exclusive Economic Zone

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.									
Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?									
"DECK" CERTIFICATES	Designation in local language	FUNCTION	VESSEL			and/or	TYPE OF NAVIGATION		
			Length	Tonnage	Power				
<i>The required category depends on the geographic zone and the tonnage of the ship.</i>									
fishing skipper	<i>Arrais de pesca</i>	master		< 35 GRT (TAB)		&	local fishing		
fishing counter-master	<i>Contramestre pescador</i>	master		< 100 GRT (TAB)		&	coastal fishing 43° N, 11° W, 36° N, east of the Iberian coast		
coastal master	<i>Mestre costeiro pescador</i>	master		< 250 GRT (TAB)		&	no geographic limit		
high sea fishing master	<i>Mestre do largo pescador</i>	commandant . 1st officer watch		< 700 GRT (TAB)		&	no geographic limit		
fishing pilot	<i>Piloto pescador</i>	commanding officer . 1st officer		< 1000 GRT (TAB) > 1000 GRT (TAB)		&	no geographic limit		
fishing captain	<i>Capitao pescador</i>	commanding officer		no limit		&	no geographic limit		

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.

Question III: Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exact name of these certificates?

"DECK" CERTIFICATES	Designation in local language	FUNCTION	VESSEL			et/ou	TYPE OF NAVIGATION
			Length	Tonnage	Power		
NVQ II	Fishing Vessel National Vocational Qualification, Level II	. master					. Coastal fishing
		. deck hand					. Coastal fishing
		. qualified deck hand					. Coastal, high-sea and deep-sea fishing
		. watch seaman	. L < 12m			et	. restricted waters
NVQ III	Fishing Vessel National Vocational Qualification, Level III / Brevet de compétence pêche Classe III MSA	. master	. 16 < L < 30 m			et	. restricted waters
		. second officer	. > 30 m			et	. restricted waters
		. watch seaman	. 24 < L < 30 m			et	. restricted waters
		. watch seaman	. L < 12 m			et	. restricted waters
NVQ IV	Fishing Vessel National Vocational Qualification, Level IV/ Classe II MSA	. captain	. L > 30m			et	. restricted waters
		. second officer	. All vessel types			et	. open waters

Compulsory certificates; certificates optional

Commentary: In the U.K., there are deck seamen's certificates, but these are not compulsory (cf. Q. 6).
There is no compulsory certificate for seamen on vessels under 7m in coastal waters.

MSA: Marine Safety Agency

Question II: Do varying "deck" officer certificates exist in your country? If so, please give the exact names of these different certificates and list their prerogatives.									
Question III : Do second navigation officer or navigation watch officer certificates exist in your country? If so, can you give us the exist name of these certificates?									
"DECK" CERTIFICATES	Designation In local	FUNCTION	VESSEL			et/ou	TYPE OF NAVIGATION		
			Length	Tonnage	Power				
Captain		. Command . Watch	. 6-12 m . 12-24m			&	. Interior/Coastal . Coastal navigation		
Class VII/Sk B		. Watch	. 6-12 m			&	. Navigation in Europe		
Class VIII/Sk B		. Command . Command . Watch	. 6-12 m . 12-24 m . 12-24 m			&	. Navigation in Europe . Inter./Coastal/Europe . Navigation in Europe		
		. Command . Watch	. 24-50 m . 24-50 m				. Interior navigation . Coastal/Europe		
Class VII/Sk A		. Command	. 24-50 m			&	. Coastal navigation		
Class VI/Sk A		. Command	. 24-50 m			&	. Navigation in Europe		

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.

Brevets <machine>	Désignation vernaculaire des		Fonction	Puissance du navire	Zone de navigation
Bkü	Kapitän	Küstenfischerei		< 300 kW	coastal fishing
CMAW			chief engineer officer	< 1500 kW	
			second engineer officer	< 3000 kW	
CMA			chief engineer officer	< 3000 kW	
			second engineer officer	< 8000 kW	

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.

Engineer certificates	Name in local language	Function	Rated power of vessel	Tonnage	Navigation zone	
					coastal navigation	ocean navigation
Machine maintenance certificate of capability			100 to 750 kW	> 20 grt	coastal navigation	ocean navigation

Commentary: minimum threshold for certificates: 20 grt and 100 kW.

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.				
Engineer certificates	Name in local language	Function	Rated power of vessel (TN: effective navigation time)	Navigation zone
	PCM (Engineer driving licence) and CAPM			
Fishing Engineman's Certificate	Motoriste à la pêche	chief engineer officer second engineer officer chief watch officer	. < 550 kW . < 750 kW, (TN > 24 mois) < 1100 kW < 2250 kW	
Engineer Officer Certificate, 3rd class (OM3)	Officier mécanicien de 3e classe (OM3)	chief engineer officer second engineer officer	. < 1000 kW (TN > 18 months) . < 2250 kW (TN > 36 months) . < 3000 kW (TN > 48 months) . < 2250 kW (TN > 12 months) . < 4000 kW (TN > 18 months)	
Engineer Officer Certificate - Fishing	Officier mécanicien à la pêche	third engineer officer chief engineer officer second engineer officer	. < 6000 kW < 15000 kW > 4000 kW	
Marine navigation captain, 1st class ("merchant" certificates)	Capitaine de 1e classe de la navigation maritime	chief engineer officer	> 15000 kW	

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.					
Engineer certificates	Name in local language		Function	Rated power of vessel	Navigation zone
Naval engineer, 2nd class			chief engineer officer	< 400 kW	
			engineering officer	all fishing vessels	
Naval engineer, 1st class			chief engineer officer	< 1100 kW	
			engineering officer	all fishing vessels	
Naval engineer, higher			chief engineer officer	<3000 kW	
			engineering officer	all fishing vessels	

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.

Engineer certificates	Name in local language	Function	Rated power of vessel	Navigation zone
Third engineer officer	Third Engineer Officer	second engineer officer	< 3000 kW	
		third engineer officer	> 3000 kW	
Second engineer officer	Senior Engineer Officer	chief engineer officer	< 2000 kW	
		second engineer officer	> 3000 kW	
Chief engineer officer	Chief Engineer Officer	chief engineer officer	> 2000 kW	

Commentary: Certificates compulsory from 750 kW upwards

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.				
Engineer certificates	Name in local language	Function	Rated power of vessel	Navigation zone
	Marine engineman			
Qualified engineman	<i>Motorista abilitato</i>			
Naval engineer 2nd class for motor vessels	<i>Meccanico navale di seconda classe per motonavi</i>			
Naval engineer, 1st class	<i>Meccanico navale di prima classe</i>			
Naval engineer, 1st class, specialist	<i>Meccanico navale di prima classe specializzato</i>			
Aspirant engineer captain	<i>Aspirante capitano di macchina</i>	. first engineer officer . second or third engineer officer		. Mediterranean . unlimited
Engineer captain	<i>Capitano di macchina</i>	. first engineering officer or office in charge of engineroom		. unlimited

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.

Engineer certificate	Name in local language		Function	Rated power of vessel	Navigation zone
helmsman/engineer, SW6	Stuurman/Verktuigkundige-6		chief engineer officer	< 1500 kW	Zone I
helmsman/engineer, SW5	Stuurman/Verktuigkundige-5		chief engineer officer	< 1500 kW	Open waters
helmsman/engineer, SW4	Stuurman/Verktuigkundige-4		second engineer officer	< 3000 kW	Open waters
			chief engineer officer	< 3000 kW	Open waters

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.					
Engineer certificates	Name in local language		Function	Rated power of vessel	Navigation zone
fishing skipper	<i>Arrais de pesca</i>		in charge of engines	< 150 kW (1 type and 1 model of engine)	
engineman, 3rd class	<i>Motorista de 3e cl.</i>		. chief engineer . 1st engineman . 2nd engineman	. < 250 kW . < 450 kW . < 750 kW	
engineman, 2nd class	<i>Motorista de 2e cl.</i>		. chief engineer . 1st engineman . 2nd engineman	. < 450 kW . < 750 kW . < 1000 kW	
engineman, 1st class	<i>Motorista de 1e cl.</i>		. chief engineer . 1st engineman . 2nd engineman	. < 750 kW . < 1000 kW . < 1250 kW	
engineer, 3rd class	<i>Maquinista de 3e cl.</i>		. chief engineer officer . 1st engineer officer . 2nd engineer officer . 3rd engineer officer	. < 1000 wW . < 2000 kW . < 3000 kW . unlimited rate power	
engineer, 2nd class	<i>Maquinista de 2e cl.</i>		. chief engineer officer . 1st engineer	. < 1500 kW . < 3000 kW	
engineer, 1st class	<i>Maquinista de 1e cl.</i>		. chief engineer officer . 1st engineer	. < 3000 kW . unlimited rated power	
chief engineer officer	<i>Maquinista Chefe</i>		. chief engineer officer	. unlimited rated power	

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.					
Engineer certificates	Name in local language		Function	Rated power of vessel	Navigation zone
	MSA Engineering Officer (Fishing) Class II Second engineer	MSA Engineering Officer (Fishing) Class II Second engineer			
MSA Engineering Officer (Fishing) Class I Chief Engineer	MSA Engineering Officer (Fishing) Class I Chief Engineer		chief engineer officer	compulsory on vessels over 750 kW	
Marine Vessel Operation - Fishing Vessel Engineering Level II	Marine Vessel Operation - Fishing Vessel Engineering Level II				
Marine Vessel Operation - Fishing Vessel Engineering Level III	Marine Vessel Operation - Fishing Vessel Engineering Level III				
Marine Vessel Operation - Fishing Vessel Engineering Level IV	Marine Vessel Operation - Fishing Vessel Engineering Level IV		chief engineer officer	compulsory on vessels over 750 kW	

Question V - "ENGINEER" TRAINING. Please identify the various levels recognised under your regulations, the names of these certificates, and the prerogatives associated with them.				
Engineer certificates	Name in local language	Function	Vessel power rating	Navigation zone
	engineer			
engineer B			405 kW to 750 kW	
in charge of class VI engines			405 kW to 750 kW	
engineer A			750 kW to 1600 Kw	
in charge of class V engines			750 kW to 1600 Kw	
marine technician B			1600 kW to 3000 kW	

Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?			
VOATIONAL EDUCATION - INITIAL TRAINING			
Sea fisherman training with / without diploma	Duration	Type of training	Minimum age
sea fisherman diploma	3 years	3 years (including 3 x 8 weeks' theoretical training)	15
Nautical certificates			
BKU	1 semester		20
BK	2 semesters		20
BG	4 semesters		20
			Preconditions
			sea fisherman diploma
			sea fisherman diploma

Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?			
ENSEIGNEMENT PROFESSIONNEL - FORMATIONS INITIALES			
Sea fisherman training with / without diploma	Duration	Type of training	Minimum age
Blue certificate	22 weeks' theoretical training + 3 placements at sea of 25 to 27 weeks each	22 weeks' theoretical training + 3 placements at sea of 25 to 27 weeks each	16
			9 years' compulsory schooling and a 3-week fishing safety course.

Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?				
VOCATIONAL EDUCATION - INITIAL TRAINING				
Sea fisherman training with / without diploma	Duration	Type of training	Minimum age	Preconditions
"seaman's competence" certificate	1 month		16	
"Pescamar" certificate	1 month		18	seaman'sd competence certificate and 36 months at sea
Deck certificates				
Local fishing master			18	
Coastal master (mixed)			18	
Coastal fishing master, 1st class			18	
High-sea fishing master			> 21	coastal fishing master's certificate, 1st class
Fishing captain			> 21	high-sea fishing master's certificate

<p>Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?</p>					
VOCATIONAL EDUCATION - INITIAL TRAINING					
Sea fisherman training with / without diploma	Duration	Type of training	Minimum age	Preconditions	
<u>CAPM</u> - <u>Certificat d'aptitude professionnelle maritime de matelot</u> (seaman's professional maritime aptitude certificate)	2 years	60 weeks' schooling and 12 weeks of placements (on ship + in enterprises)	15	none	
<u>BEPM "pont"</u> - <u>Brevet d'études professionnelles maritime de conduite et exploitation des navires de pêche</u> (Certificate of professional maritime studies in navigating)	2 years	54 weeks' schooling and 14 weeks of placements	15	none	
<u>BEPM "machine"</u> - <u>Brevet d'études professionnelles maritime de machines marines</u> (certificate of professional maritime studies in marine engineering)	2 years	54 weeks' schooling and 14 weeks of placements	15	none	

<p>Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?</p>			
VOCATIONAL EDUCATION - INITIAL TRAINING			
Work entry for young people			
	Duration	Type of training	Minimum age
Sea fisherman training with / without diploma BIM "Fishing Deckhand" Placements validated by a training book, <i>no diploma</i>	26 weeks	16 weeks' schooling + 10 weeks at sea	16"second level school leavers"
Commentary: initial theoretical training is not compulsory.			

Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?			
VOCATIONAL EDUCATION - INITIAL TRAINING			
Sea fisherman training with / without diploma	Duration	Type of training	Minimum age
			Preconditions

Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?					
VOCATIONAL EDUCATION - INITIAL TRAINING					
Sea fisherman training with / without diploma no training other than preparation of nautical certificates Nautical certificates	Duration	Type of training	Minimum age	Preconditions	
Sea fishing helmsman/engineer SW6	2 years	2 years (including 80 day placement at sea)	16 ans	none	
Sea fishing helmsman/engineer SW5	3 years	3 years (330 days of placement including 280 on a fishing vessel)	aucun	preparatory vocational education/middle-level general secondary education or SW6	
Sea fishing helmsman/engineer SW4	4 years	4 years (330 days of placement including 280 on a fishing vessel)	aucun	preparatory vocational education / general middle-level general secondary education or SW5	

VOCATIONAL EDUCATION - INITIAL TRAINING			
Sea fisherman training with / without diploma	Duration	Type of training	Preconditions
Sea fisherman's professional aptitude certificate	3 years	theoretical and <i>practical</i> training (placements at sea) Year 1: 1350 H + 160 H Year 2: 1080 H + 450 H Year 3: 720 H + 810 H	16 6th year of school

Question VII - How is entry into work organised for young people in your country?
 - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last?
 - by practical training? Placements at sea? Alternating with periods of theoretical training?
 - from what minimum age?

Question VII - How is entry into work organised for young people in your country? - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age?				
VOCATIONAL TRAINING - INITIAL TRAINING				
Sea fisherman training with / without diploma	Type of training	Duration	Minimum age	Preconditions
Q.P. III for FVOs (open waters) / MSA deck officer (fishing vessels), 3rd class Class 3 certificate	cf. "commentary"	3 weeks	19	2 years on a fishing vessel, of which 1 1/2 as seaman
Q.P. IV for FVOs (open waters) / MSA deck officers (fishing vessels), 2nd class Class 2 certificate	cf. "commentary"	15 weeks	20	3 year at sea, of which two on a trawler
Q.P. IV pour FVOs (open waters) / MSA deck officer (fishing vessels), 1st class Class 1 certificate	cf. "commentary"	15 weeks	21	4 years at sea, of which 1 as second officer or limited master (2nd class certificate)
Second diesel engineer	cf. "commentary"	12 weeks	20	2 months on a trawler as engineer
Chief diesel engineer	cf. "commentary"	14 weeks	20	12 months on a trawler as engineer.

Commentary: Professional competence is based on the assessment of practical experience gathered in various ways: oral questionnaire, on-land simulation and written questionnaire. The length of the training programmes varies as a function of qualifications. Training, provided on an alternance basis, consists of on-land theoretical studies aimed at shoring up know-how with practical training, and the gathering of certificates for periods spent at sea.

<p>Question VII - How is entry into work organised for young people in your country?</p> <ul style="list-style-type: none"> - with compulsory initial theoretic training? If so, does this lead to a diploma? How long does it last? - by practical training? Placements at sea? Alternating with periods of theoretical training? - from what minimum age? 			
VOCATIONAL TRAINING - INITIAL TRAINING			
Sea fisherman training with / without diploma	Duration	Type of training	Preconditions
sea fishermen's training (upper secondary school level)			

Question VI. Are sea fishermen required to receive initial, compulsory training prior to going to sea? If so, how long?						
COUNTRY	MINIMUM INITIAL TRAINING PRIOR TO GOING TO SEA					
	Compulsory yes/no	Type of training	Duration	Content	Commentary	
Germany	yes	Safety training	2 weeks			
Denmark	yes	Safety training	3 weeks			
Spain	yes	"competent seaman" certificate	1 month			
France	yes	- CAPM or BEPM (deck or engineer) - CAP other than marine + CIN - BEP other than marine + CIN CIN = Nautical Initiation Certificate (Certificat d'initiation nautique)	8 weeks (280 hours)	. Manœuvring, embarkation, seamanship . Safety, lifesaving, survival	For the CIN, having CAP or BEP level, which may or may not be validated by a diploma.	
Ireland	No	Safety training (3 modules)	. 2 days . 1 day . 1 day	. Firefighting . First aid . Basic concepts of survival at sea.	. For candidates for certificates . For active fishermen . For active fishermen	
Italy						
Netherlands	No				Desired training: SW6 (cf. question 7)	
Portugal	yes				Apprenticeship (cf. question 7)	
U.K.	yes	Safety training	3 days	. Firefighting . First aid . Basic concepts of survival at sea.		
Sweden	yes	Safety training			. compulsory on ships > 5m . renewed every 5 years	