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(OR. en)

9951/16
ADD 1 COR 1

PV/CONS 32
TRANS 223
TELECOM 115
ENER 244

DRAFT MINUTES

Subject: **3472nd meeting of the Council of the European Union (TRANSPORT, TELECOMMUNICATIONS AND ENERGY), held in Luxembourg on 6 and 7 June 2016**

On page 5 of doc. 9951/16 ADD1, item 9 should read as follows:

9. **Proposal for a Directive of the European Parliament and of the Council on the recognition of professional qualifications in inland navigation and repealing Council Directive 96/50/EC and Council Directive 91/672/EEC [First reading]**

Interinstitutional file: 2016/0050 (COD)

= General approach

8970/1/16 TRANS 169 MAR 147 EDUC 142 SOC 258 ETS 31 MI 343
CODEC 668 REV 1

6285/16 TRANS 51 MAR 54 CODEC 179 EDUC 35 SOC 85 ETS 4 MI 94
+ ADD 1

The Council adopted its general approach regarding the draft directive on professional qualifications in inland waterways set out in 8970/1/16 REV 1. The Council took note of the statements by LV and UK as set out below.

Statement by Latvia

"In general Latvia supports the efforts to harmonize the regulation of the inland waterway sector at the EU level, including the current proposal on the recognition of professional qualifications in inland navigation.

Nevertheless Latvia considers that the compromise text of the Council's general approach does not fully ensure the principles of better regulation and legal certainty regarding the scope of the directive and the exceptions, particularly in relation to the countries that do not have real inland waterway traffic. There are several exceptions in the scope and Article 35 provides situations in which Member States shall not be obliged to transpose this Directive or may implement it partly. However, Latvia is of the opinion that it would be possible to increase legal certainty by narrowing the definition of the inland waterway or by clear statement in the list of exceptions to the scope that the Directive shall not apply to the personell of the sea-going ships and auxiliary fleet in the maritime ports.

Overall, Latvia does not object to the further progress of the draft directive. At the same time, taking into account the actual situation of Latvia and the considerations stated above, Latvia is planning to use derogation provided in the Article 35 and not to transpose the Directive.

During the further discussions on the draft Directive it is essential for Latvia that the derogation clause and exceptions in the article on scope are maintained, and the applicability of the Directive to the sea-going ships and auxiliary fleet in the maritime ports is explained in the recitals."

Statement by the United Kingdom

"The United Kingdom fully supports the aims and objectives of the proposal for a Directive on the recognition of professional qualifications in inland navigation, and believes that the proposal will lead to increased labour mobility.

However, the United Kingdom believes that the proposed use of a delegated act to make reference to CESNI standards is disproportionate and that an implementing act would be more appropriate given that the issue at stake is the implementation of international standards, and not the supplementation or amendment of a non-essential part of the legislation.

Consequently, the United Kingdom is abstaining on the Directive on the recognition of professional qualifications in inland navigation."

On page 6 of doc. 9951/16 ADD1, item 11 should read as follows:

Aviation

11. Proposal for a Regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council [First reading]

Interinstitutional file: 2015/0277 (COD)

= Progress report

8522/16 AVIATION 90 CODEC 568 RELEX 333

14991/15 AVIATION 152 CODEC 1667 RELEX 1014

+ ADD 1

The Council took note of the progress report on the proposal for the revision of the EASA Basic Regulation.

On page 7 of doc. 9951/16 ADD1, the subtitle "Aviation" should be removed.