



STUDY TO DETERMINE THE ADVANTAGES AND DRAWBACKS OF A POSSIBLE MUTUAL
RECOGNITION OF BOATING LICENCES FOR RECREATIONAL BOAT OPERATORS

FINAL REPORT

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Contents

Executive summary	4
1. Introduction	6
2. Task 1 - Statistical Overview	8
2.1 European recreational boating sector overview	8
2.2 Recreational opportunities per country	9
3. Task 2 - Overview of the existing boating licence systems	17
3.1 Comparative analysis of the legislation	17
3.2 Licence recognition per Member State	27
4. Task 3 - Description of the consequences on free movement.	31
5. Task 4 - Information on the application of UNECE's ICC Resolution No. 40	35
5.1 Countries that recognise UNECE ICC Resolution 40	35
5.2 Countries that do not recognise the ICC Resolution 40	37
6. Task 5 - Data on Accidents with Recreational Crafts in Europe	39
7. Task 6 - Stakeholder Consultation	43
8. Task 7 - Overview of Economic and Safety Consequences of the Current Situation	48
8.1 Number of licenced users	48
Percentage of users who boat abroad (rent and own boat).	51
8.2 Number of accidents	53
8.3 Development of the number of boats per EU Member State.	55
9. Task 8 – Overview of Economic and Safety Consequences of a Mutual ICC Acceptance and Possible Alternatives	59
9.1 Analysis of the Policy Option 1- Do nothing scenario.	59
9.2 Assessing Policy Option 2- Analysis of the Mutual Acceptance of the ICC certificate by all EU Member States.	60
SWOT analysis Policy Option 2	67
9.3 Assessing Policy Option 3- New regulation to harmonise the rules in all EU Member States.	68
SWOT analysis Policy Option 3	74
9.4 Comparison between the Policy Option 1 and Policy Option 2	76
10. Task 9 - Conclusions and suggestions for the way forward	79
11. ANNEX I – Analysis of Legislation per Country	83
12. ANNEX II – Countries Factsheet	130
13. ANNEX III- Data Sources for Statistical Overview	160
14. ANNEX IV- Overview of Licence Validity and Needs per Country	161
15. ANNEX V – Sources of Accident Data	171

16. ANNEX VI – Calculations of Chapter 8

174

List of figures

Figure 1: EU-27 Recreational Boat Industry Statistics	9
Figure 2: Type of sailing area per country (Member States+ Switzerland, Norway, and UK)	10
Figure 3: Extent of inland waters and coastal area per country.	10
Figure 4: Number of recreational crafts per total sailing area.	11
Figure 5: Recreational crafts per 1000 inhabitants and total sailing area.	12
Figure 6: Number of motorboats per country per 10 000 inhabitants.	14
Figure 7: Number of sailing boats per 10 000 inhabitants.	14
Figure 8: Number of recreational craft shipbuilders.	15
Figure 9: Number of recreational craft distributors.	15
Figure 10: Number of suppliers to the recreational boating industry.	16
Figure 11: Number of marinas per km ² sailing area.	16
Figure 12 Evolution of number of recreational boats in the EU by 2050.	56
Figure 13 SWOT Analysis Policy Option 2	67
Figure 14 SWOT Analysis policy option 3.	74
Figure 15 Powerboat RYA licences (process to acquire).	127
Figure 16 Requirements and exams for revery licence type.	128
Figure 17 RYA Certificates of competence and the process to acquire.	128
Figure 18 RYA certificate requirements.	128

List of tables

Table 1: Number of persons employed in the recreational boatbuilding industry.	8
Table 2: Ownership of recreational crafts per 10 000 inhabitants	13
Table 3: Overview of the legislation coverage of the aspects mentioned above per Member State + Norway, Switzerland, UK (Note 1: * Non-EU countries).	17
Table 4 Classification of countries per the boating areas identified in their legislation.	21
Table 5 Classification of countries as per the type of boat.	22
Table 6 Limits for the requirement of a recreational boat licence.	22
Table 7 Classification of Member States based on minimum age.	24
Table 8 Classification of Member States based on validity of licences.	25
Table 9 Classification of countries based on theoretical knowledge and testing.	25
Table 10 Classification of countries based on practical knowledge and testing.	26
Table 11 Classification of Member States as per Medical Fitness requirements.	26
Table 12 Requirements per country for licence holders who move countries.	31
Table 13: Overview of accidents involving recreational crafts (NA= no data available)	39
Table 14: Cross-table with the number accidents and the adoption of ICC resolution No. 40 and the requirement of mandatory licence (NA= Not available data)	41
Table 15 Number of licenced users, numbers of user travelling abroad and number of licenced users that sailed abroad based on the questionnaire replies.	49
Table 16 Number of licences as reported by Member State.	50
Table 17 Percentage of boaters who sail internationally (with red colour the countries with no or very limited replies)	51
Table 18 Percentage of users who have rented a boat abroad (with red colour the countries with no or very limited replies)	53
Table 19 Involvement in an accident based on the questionnaire replies (NA = No data available)	54
Table 20 Number of accidents calculated from the desk research (NA= No data available).	55

Table 21 Development of number of recreational vessels (motorboats and sailboats) until 2050.	57
Table 22 Effects of policy option 2 for public authorities	62
Table 23 Evaluations of policy option 2 for users	64
Table 24 Effects of policy option 2 for industry	65
Table 25 Effects of policy option 2 for the EU as whole.	66
Table 26 Effects of policy option 3 for public authorities	69
Table 27 Effects of policy option 3 for public authorities	71
Table 28 Effects of policy option 3 for the industry.	72
Table 29 Effects of policy option 3 on Europe as a whole.	73
Table 30 Comparison of the effects of the two policy options	76
Table 31 European recreational boat fleet synthesis in 2022 (motorboats vs sailboats)	174
Table 32 Calculation of the evolution of number of recreational boats per Member States.	175
Table 33 Overview of results from the questionnaire surveys.	176
Table 34 Number of users facing a problem.	179

Executive summary

The EU's current system for recreational boating licences is fragmented and non-harmonized, creating significant challenges for boaters, businesses, and the overall waterborne sector. This lack of regulatory consistency leads to confusion, bureaucratic hurdles, and ultimately, inhibits the growth of the EU's blue economy. Boaters face uncertainty regarding licensing requirements, the recognition of foreign licences, and cross-border travel. Businesses, such as charter companies, struggle with inconsistent regulations across Member States, adding complexity and administrative burdens. The absence of a clear and comprehensive legal framework negatively impacts the free movement of persons and goods within the EU.

This report examines the current state of boating licence regulation for private citizens within the EU and analyses two potential policy options to address the existing fragmentation: the adoption of the International Certificate of Competence for Operators of Pleasure Craft (ICC) Resolution No. 40 by the UNECE (ICC Resolution 40) , and the development of a harmonised EU framework on the licensing certificates. The UNECE ICC Resolution 40 provides a set of guidelines for the issue of certificates of competence. An ICC certificate issued in accordance with Resolution No.40, provides the holder with evidence of competence for the operation of a pleasure craft, in an internationally recognizable format, which can be presented to officials in foreign countries upon request.

The current regulatory landscape reveals a diverse range of national regulations, with considerable variation across Member States concerning licensing requirements. These variations primarily stem from the differentiation between inland and coastal waters, resulting in different licensing schemes and competency standards. Most Member States mandate a combination of theoretical and practical examinations and often require medical certificates. However, significant inconsistencies arise in the recognition and acceptance of licences issued by other Member States. This lack of mutual recognition creates considerable uncertainty for both boaters and the recreational boat business sector.

The absence of a clear and easily accessible centralised database detailing licence validity and recognition across Member States exacerbates these challenges. Boat owners and renters frequently face ambiguity when determining the acceptance of their licences in different jurisdictions. This lack of transparency results in individual, ad-hoc assessments by waterways authorities, charter companies, or insurance providers, leading to inconsistent interpretations and potential disputes. Further complicating this issue is the unclear interpretation and enforcement of existing regulations by law enforcement agencies, such as coast guards and water police.

A stakeholder consultation via questionnaire surveys, interviews and a workshop were used to identify the issues faced by local authorities, users, and the industry with the current situation. Even in cases where the ICC Resolution 40 is formally adopted, issues with recognition persist, hindering free movement and the efficient development of the boating sector. The lack of comprehensive and consistent data on boating accidents makes it difficult to definitively assess the correlation between stricter licensing requirements and accident rates. While a direct causal link is not definitively established, the data demonstrates a clear need for improved accident reporting and standardisation across Member States. The data also reveals the limitations of existing surveys, which may not fully capture the behaviour of occasional or rental boat users. A significant portion of licenced boaters, however, report difficulties with licence recognition internationally, particularly when renting boats abroad.

- **Policy Option 1: Do Nothing Scenario**

Policy Option 1 involves maintaining the current fragmented regulatory framework, with no changes to licensing systems or mutual recognition policies. This approach perpetuates inconsistencies in licensing standards across Member States, hindering the free movement of boaters and economic opportunities in the recreational boating sector. Boaters would continue facing challenges navigating

abroad due to licensing ambiguity and fragmented national rules. This scenario fails to address cross-border mobility issues, undermining the EU's goals of free movement, safety, and economic integration. It is not a sustainable long-term solution to enhance the sector's development.

- **Policy Option 2: Mutual Recognition of ICC Certificates**

Policy Option 2 proposes an EU directive requiring Member States to mutually recognise ICC certificates issued under UNECE Resolution 40. This policy simplifies cross-border licence recognition, fostering mobility, administrative efficiency, and economic growth in the blue economy. Benefits extend to stakeholders such as boating schools, marinas, and charter companies. However, challenges include administrative adjustments for non-signatory Member States, potential misalignment with ICC standards, and safety concerns from Member States that view ICC requirements as insufficient. To address these, measures like awareness campaigns, technical annexes, a centralised EU database, and residency-based issuance requirements are proposed. Policy Option 2 strikes a balance between feasibility, economic benefits, and minimal legislative disruption, making it the most practical and politically viable solution.

- **Policy Option 3: Harmonised EU-Wide Licensing Framework**

Policy Option 3 entails creating a unified licensing framework across all Member States, with standardised curricula, testing, and certification requirements. This regulation would require Member States to align national laws with the harmonised framework, presenting significant administrative challenges, particularly for countries without mandatory licensing systems. A harmonised system would ensure universal licence recognition across Member States, improving safety through standardised training and fostering economic growth in the recreational boating and tourism sectors. However, the high costs, complexity, and resistance from Member States and users due to perceived EU overreach present major obstacles. Achieving intergovernmental consensus would require extensive negotiations, making this option less practical in the short term despite its long-term benefits.

1. Introduction

This report is the final report prepared for the “Study to determine the advantages and drawbacks of a possible mutual recognition of boating licences for recreational boat operators,” which has been carried out in the context of contract No MOVE/ENER/SRD/2020/OP/0008.

Recreational boating is an important, dynamic, and competitive sector in Europe, which is also a significant contributor to the economy¹. Many direct and indirect activities take place within the sector. Primarily, the recreational boating sector serves tourism and leisure purposes. An estimated 40 million Europeans engage in recreational boating by spending one or more days per year on recreational boating. Over 6 million boats occupy moorings in European inland and coastal waters. Europe offers 37,000 kilometres of navigable inland waterways (rivers, canals, lakes) and has around 68,000 kilometres of coastline². Recreational boating increased during and after the COVID-19 crisis³, with European citizens rediscovering opportunities for recreation and holidays aboard recreational boats. This is especially true for younger generations⁴.

However, there is currently no harmonised EU regulation for recreational boating licences⁵, which is an important issue. The rules for obtaining a 'boat licence' for recreational craft vary greatly between European countries⁶. The lack of clear and comprehensive information for users on the legislation of the Member States causes confusion regarding which activities need to be licenced, where these licences are applicable and how to travel between countries⁷, thus hindering the growth of the industry.

Moreover, although concrete figures are unknown, several articles in the Dutch media indicate that recreational boating licence fraud does occur⁸, which can lead to unqualified individuals operating vessels that normally require a licence. Usually, these cases involve motorboats that can reach high speeds.

On the matter of boat licences, there is no harmonisation for the licensing qualifications for recreational boat operators. This non-harmonisation creates bureaucratic obstacles for EU-citizens who operate recreational boats in different EU-countries (e.g. chartering a boat outside the country of residence or after moving her/his place of residence to another EU country). The mutual recognition of boating licences abolishes the bureaucratic obstacle, making it possible to only require one boating licence to operate recreational boats throughout the EU. This would promote safety, as shown above, as well as economic growth and the free movement of persons throughout the EU.

Therefore, the main objective of this study is to explore the potential for introducing a harmonised boat licence/licensing system in the EU. This would enable EU citizens who have a certificate of competency issued by one Member State to operate their boats throughout the EU, and citizens would

¹ <https://www.europeanboatingindustry.eu/about-the-industry/facts-and-figures>

² <https://www.europeanboatingindustry.eu/about-the-industry/facts-and-figures>

³ This is also supported by the EBI: https://www.europeanboatingindustry.eu/images/Documents/For_publications/Impact-of-COVID-19-on-the-European-recreational-boating-industry---EBI-study-limited-version.pdf.

⁴ This is also supported by the EBI: https://www.europeanboatingindustry.eu/images/Documents/For_publications/Impact-of-COVID-19-on-the-European-recreational-boating-industry---EBI-study-limited-version.pdf.

⁵ Despite the fact that the EU does have harmonised rules for driving licences (passenger cars, trucks, etc.), certificates of competency for seafarers on sea-going ships (Directive 2022/993) or on inland waterways (Directive 2017/2397).

⁶ <http://www.trecvet.eu/project/background.html>.

⁷ Ecorys, 2015. Study on the competitiveness of the recreational boating sector.

⁸ Please see: <https://www.schuttevaer.nl/nieuws/actueel/2009/05/14/fraude-met-vaarbewijzen/> and <https://www.ad.nl/binnenland/fraude-met-valse-vaarbewijzen-loopt-spuigaten-uit~a9131478/>

also not lose their licence when changing their place of residence. Doing so would ultimately improve the movement of persons with recreational boats through internal and territorial waterways, thereby promoting safety and economic growth throughout the EU and the boating sector. Specifically, this study aims to:

- **Understand the recreational boating sector**, mapping the current (economic) situation, size of the market, contribution to tourism, etc. This was realised by Tasks 1, 2 and 5.
- **Understand the licensing systems per country**, including the legal requirements for the qualification of recreational boat operators and competency requirements for issuing certificates of competencies for such operators across the EU, Norway, UK, and Switzerland. This was carried out in Tasks 2, 3 and 4
- **Explore the potential of introducing a common licensing system** through the ICC across the countries of interest, including identifying the barriers to the recognition and acceptance of the ICC across the countries and the potential advantages and disadvantages of introducing a common boat licensing system through the ICC. This was carried out in Tasks 8 and 9.
- **Consult stakeholders** for their opinion on issuing a common certificate of competence that is recognised throughout the EU or making mandatory the recognition of ICC for all Member States. An extended stakeholder consultation has been carried out in Task 6.
- **Identify measures to prevent boat licensing fraud**. This was realised in Tasks 6, 8 and 9.

Chapters 2-9 present the results of the Tasks 2-8 correspondingly while Chapter 10 presents the conclusions and the limitations of this research.

- Chapter 2 presents the findings of desk research on the statistical overview of the sector (Task 1).
- Chapter 3 contains the analysis of the legislation as conducted in Task 2.
- Chapter 4 presents the results of Task 3 on the consequences of free movement between the Member States.
- Chapter 5 analyses the ICC Resolution 40 implementation by Member States as identified in Task 4.
- Chapter 6 presents the findings of Task 5 on the analysis of the accidents in Member States.
- Chapter 7 provides an overview of the stakeholder consultation which was carried out in Task 6.
- Chapter 8 presents the baseline scenario and gives an overview of the economic and safety consequences of the current licensing system (Task 7).
- Chapter 9 presents the economic and safety consequences of the three different policy alternatives.
- Chapter 10 provides the conclusions of the study (Task 10).

2. Task 1 - Statistical Overview

Chapter 1 presents the results of Task 1, which provided a statistical overview of the recreational craft sector within the EU, with the goal of contributing to a better understanding of the context for the creation of a possible harmonised boating licence. This has been done through a detailed data collection related to the number of recreational crafts (motorboats and sailing boats) and economic data on the wider sector, including data on manufacturers, suppliers, distributors, marinas, and boat repair yards.

ANNEX III provides a table with the data sources used for the statistical overview.

In addition, fiches with an overview of the data about the sector and the legislation were developed for each Member State (ANNEX II). The following countries verified their data (all or partial information) during the stakeholder consultation process: 1) Sweden, 2) Spain, 3) Italy, 4) Switzerland, 5) Ireland, 6) Germany, 7) Finland, 8) France, 9) Latvia, 10) Lithuania, 11) Greece, 12) Belgium, 13) Croatia, and 14) Poland.

Data was collected from EU-27 Member States plus Norway, Switzerland, and the United Kingdom. For the countries where national data was missing, estimates of the quantification of indicators were made. This was done by using countries with similar characteristics as a reference point and scaling the numbers based on the total sailing area.

2.1 European recreational boating sector overview

Recreational boating is a popular leisure activity in the EU and plays an important role in the lives of coastal communities. According to the EU Blue Economy report⁹, coastal tourism is the largest mature and growing sector in terms of gross value added and employment. Figure 1 presents the recreational boating industry statistics.

The total export value of boats in the EU-27 (2022) values 10.5 billion EUR¹⁰. Italy is the largest exporter (31%), followed by The Netherlands (26%), Germany (11%) and France (10%). The total value of imports in the EU-27 (2022) amounts to 5.5 billion EUR¹¹, with the Netherlands (39%) being the largest importer, followed by France (12%), Malta (9%), Italy (7%) and Germany (5%).

In the European recreational boatbuilding industry, Italy is the largest employer. Other large employing Member States are France, Germany, Poland, and the Netherlands (see Table 1). Together they comprise 87% of persons employed in the recreational boatbuilding industry.

Table 1: Number of persons employed in the recreational boatbuilding industry.

Countries	Persons employed	% share on EU-27 total
1. Italy	10,338	20.7 %
2. France	9,039	18.1 %
3. Germany	8,829	17.7 %
4. Poland	7,931	15.9 %
5. The Netherlands	5,494	11.0 %
6. Finland	1,999	4.0 %
7. Sweden	1,379	2.8 %

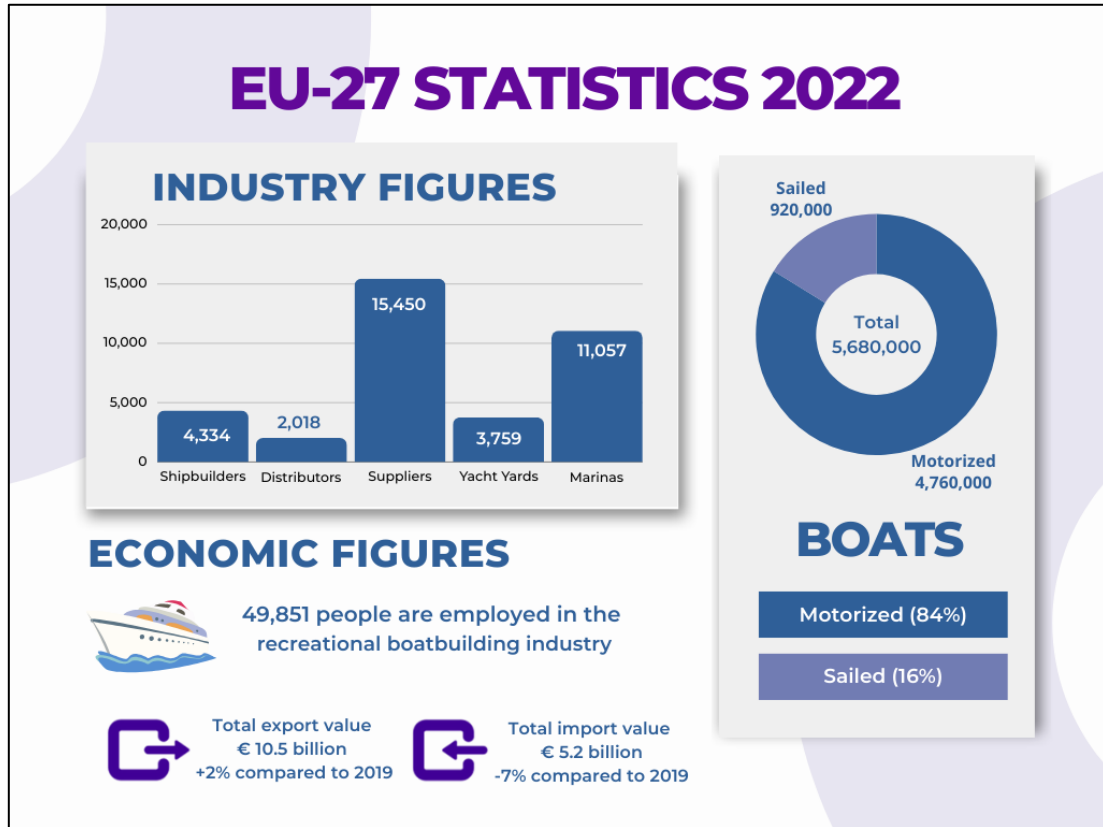
Source: ICOMIA 2022

⁹ European Commission (2022). *The EU Blue Economy report, 2022*.

¹⁰ Data is based on ICOMIA (2022), which is based on EUROSTAT data.

¹¹ Data is based on ICOMIA (2022), which is based on EUROSTAT data.

Figure 1: EU-27 Recreational Boat Industry Statistics



Source: Panteia based on ICOMIA 2022¹² & National Boating Agencies

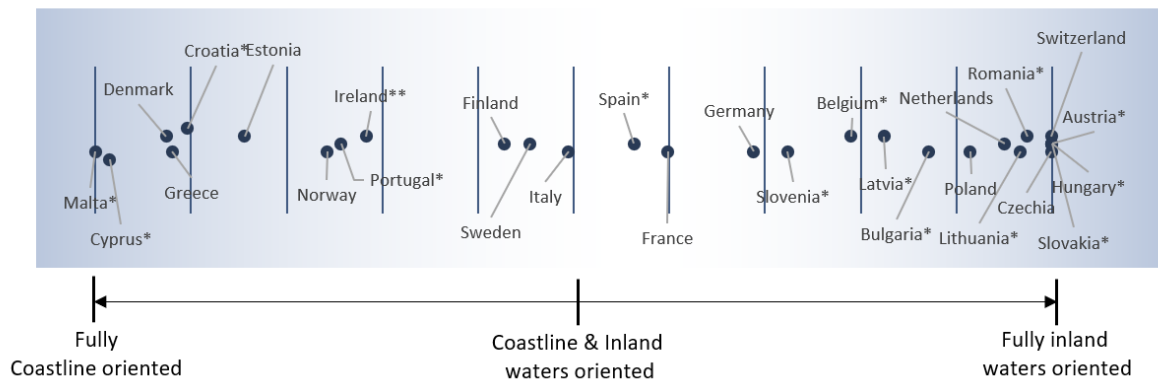
2.2 Recreational opportunities per country

Countries offer a variety of recreational opportunities for pleasure crafts, depending on their geographic features. Broadly speaking, three distinct types of countries can be identified, as shown in Figure 2:

- Countries predominantly offering coastal recreational opportunities.
- Countries primarily providing inland navigation recreational possibilities.
- Countries that offer a combination of both.

¹² <https://www.icomia.org/content/sample-pages-recreational-boating-industry-statistics-2022>

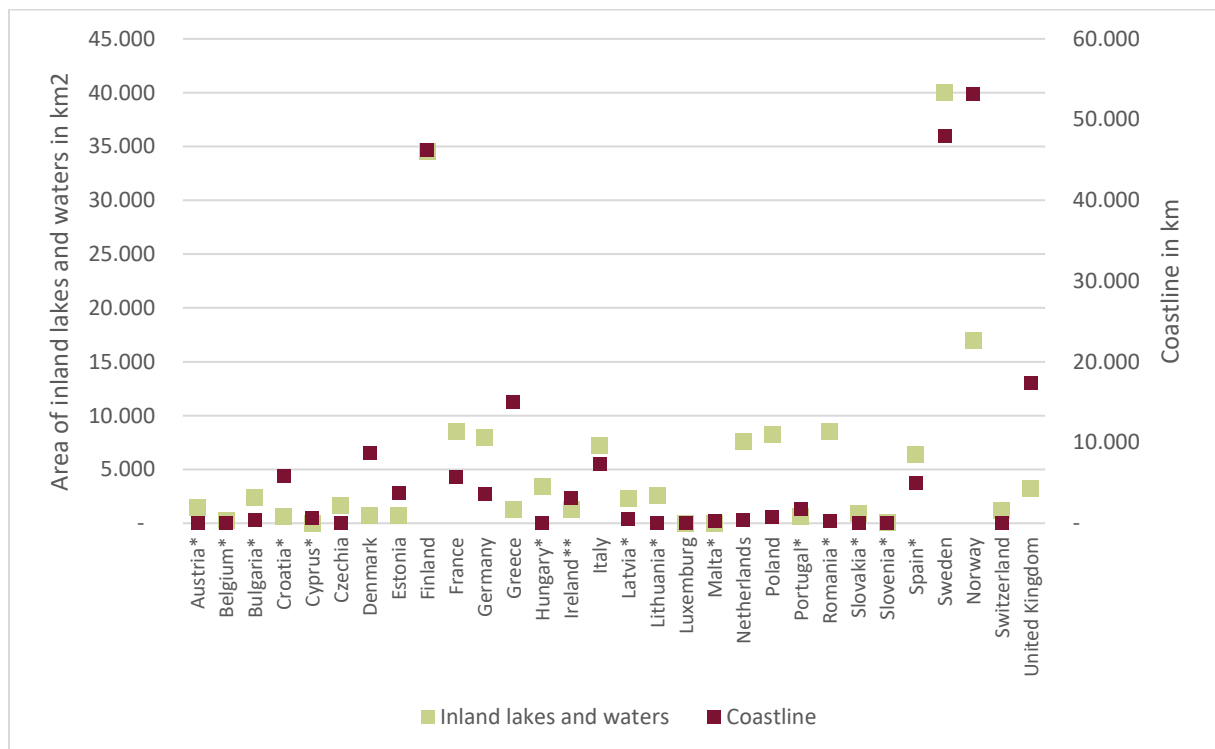
Figure 2: Type of sailing area per country (Member States+ Switzerland, Norway, and UK)



Note: The figure illustrates a scale indicating the extent to which recreational opportunities are possible in a country's coastal and inland areas, given the available data

Source: Panteia, based on ICOMIA data and CIA World Factbook data (*)

Figure 3: Extent of inland waters and coastal area per country.



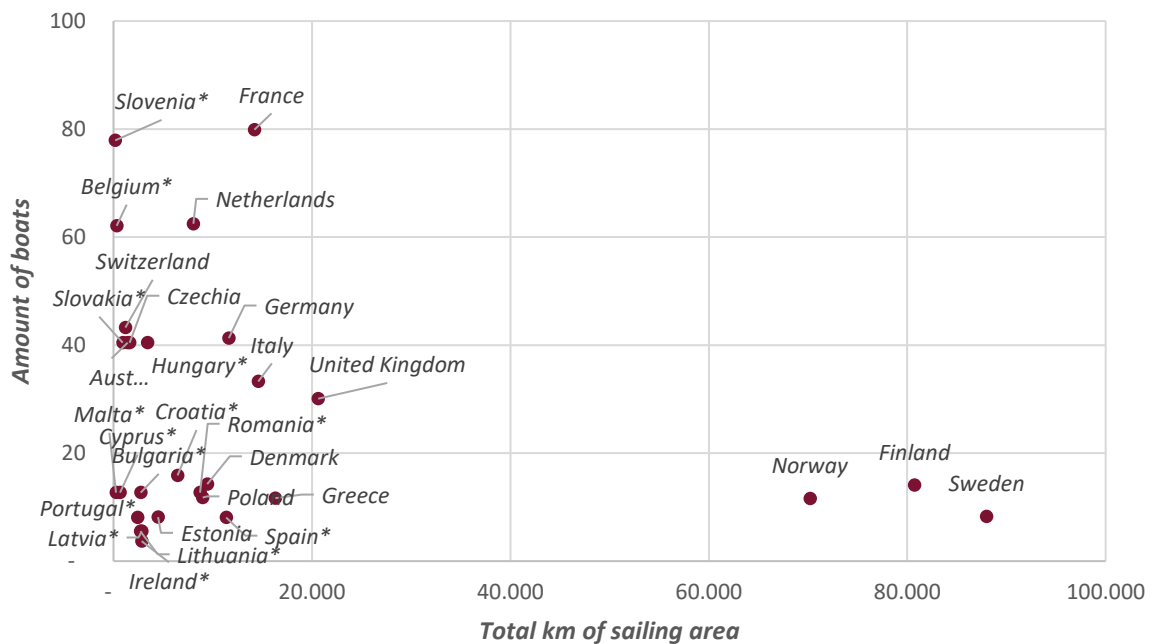
Source: Panteia, based on ICOMIA data, CIA World Factbook data (*) and data received from countries (**)

Figure 3 shows the extent of sailing areas per country, distinguishing between coastal areas and inland waters such as lakes and rivers. Sailing in coastal waters typically involves rougher conditions compared to inland waters, with weather conditions that can change more quickly, making it potentially more dangerous. Scandinavian countries such as Sweden, Norway and Finland lead the way in terms of the availability of recreational opportunities on the water, both inland and along the coast. Following them is a mix of countries where the size of the country primarily determines the amount of sailing areas offered. Germany, Italy, France, the UK, and Spain have relatively extensive sailing areas, both coastal and inland. Greece, Denmark, Croatia, and to a lesser extent, Estonia, are relatively small countries that offer many sailing areas along the coast. Meanwhile, Poland and Romania, among the

larger countries, and the Netherlands and Hungary, among the smaller ones, stand out for their extensive inland sailing networks.

The available sailing area¹³ in a country do not correlate proportionally with the number of recreational crafts registered in this country, as shown in Figure 4. Norway, Sweden, and Finland have relatively few recreational crafts per sailing area, while France, Slovenia, Belgium, and the Netherlands have relatively high boat numbers.

Figure 4: Number of recreational crafts per total sailing area.



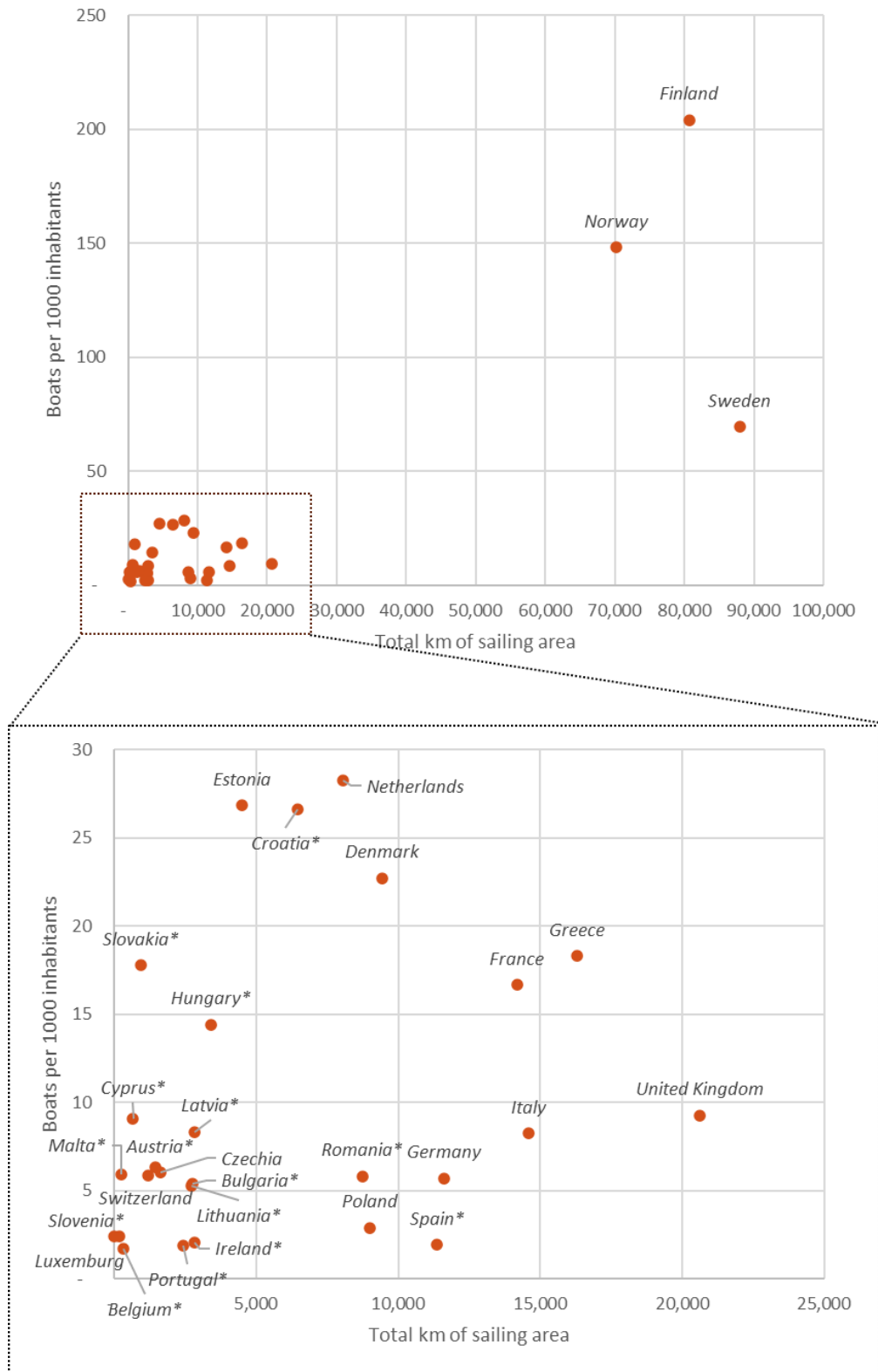
Note: Many German skippers moor their boats in Dutch marinas for two main reasons: the absence of a requirement for a boating licence if the boat is shorter than 15m and slower than 20 km/h, and the proximity of the Netherlands to the population centres in North Rhine-Westphalia compared to the German coast or the lakes of Berlin/Mecklenburg.

Source: Panteia, based on ICOMIA data and CIA World Factbook data (*) and data from national boating agencies

Nevertheless, Norway, Sweden, and Finland have a high number of boats per capita. The same applies to the Netherlands, Croatia, Estonia, and Denmark (see Figure 5 and Table 2 below).

¹³ To calculate the total sailing area, the area of inland waters and lakes in square kilometre and the total length of the coastline are summed. In this calculation, it is assumed that the sailing area of the coastline extends 1 kilometre from the coast.

Figure 5: Recreational crafts per 1000 inhabitants and total sailing area.



Source: Panteia, based on ICOMIA data and CIA World Factbook data (*) and data from national boating agencies

Table 2: Ownership of recreational crafts per 10 000 inhabitants

Member States + Norway, Switzerland, and UK	Boats per capita (per 10.000 inhabitants)
Austria* ¹⁴	6,3
Belgium	3
Bulgaria	5,4
Croatia	4
Cyprus*	9,1
Czech Republic	6,1
Denmark	27
Estonia	26,8
Finland	132
France	16,7
Germany	5,7
Greece	18,3
Hungary*	14,4
Ireland	2,0
Italy	8,2
Latvia	8,3
Lithuania	7
Luxembourg	2,4
Malta*	5,9
Netherlands	28,2
Poland	2,9
Portugal*	1,9
Romania*	5,8
Slovakia*	17,8
Slovenia*	2,4
Spain	2
Sweden	82
Norway	148,3
Switzerland	5,9
United Kingdom	9,3

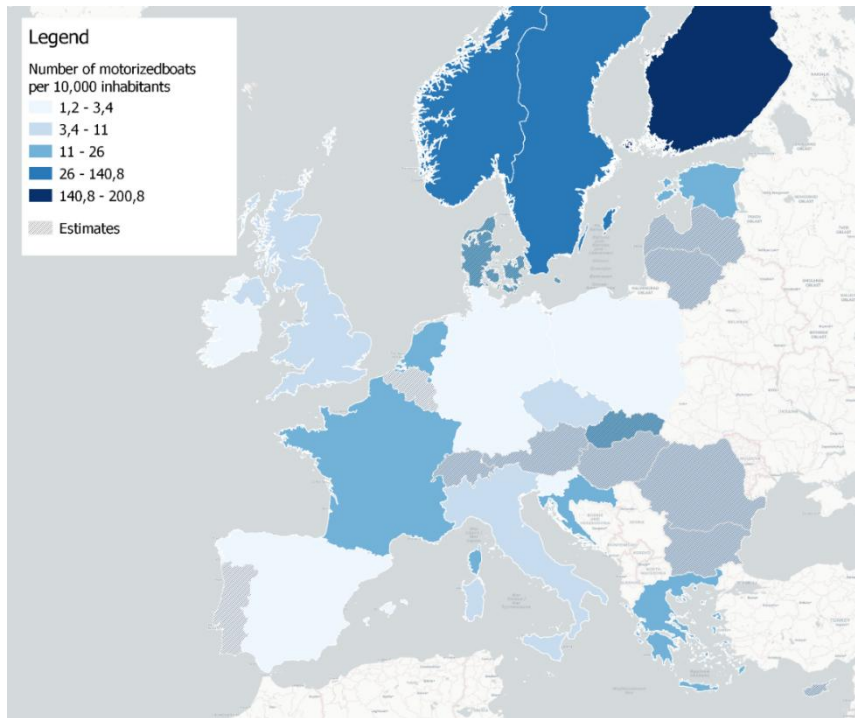
Source: Panteia, based on ICOMIA (2022) and data from national boating agencies

The following figures show a distinction between motor and sail boats by country. Among countries with a relatively large boating industry, Finland (98%), Greece (97%) and Italy (96%) have a relatively high proportion of motorboats¹⁵. Countries with a relatively high proportion of sailboats are Germany (40%), Croatia (40%), Poland (40%) and United Kingdom (38%).

¹⁴ * The number of boats for the countries that is denoted with * is estimated. The estimation is based on countries with similar geographical characteristics, which are used as proxy, and scaled based on sailing area.

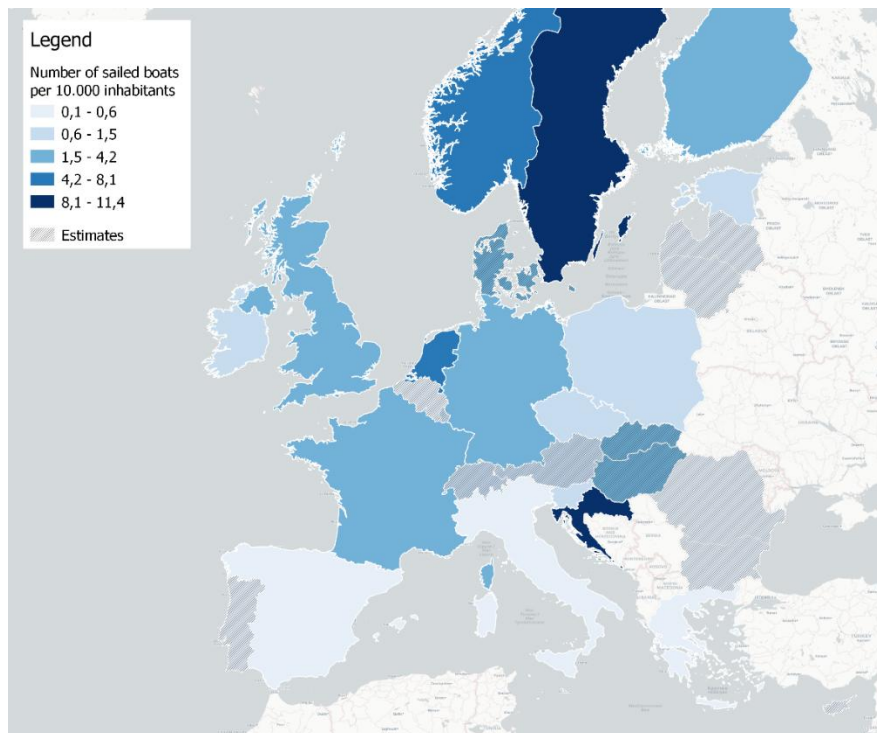
¹⁵ As motorboats we define all recreational crafts that can only operate with a motor and do not have sails.

Figure 6: Number of motorboats per country per 10 000 inhabitants.



Source: Panteia, based on ICOMIA (2022) and data from national boating agencies

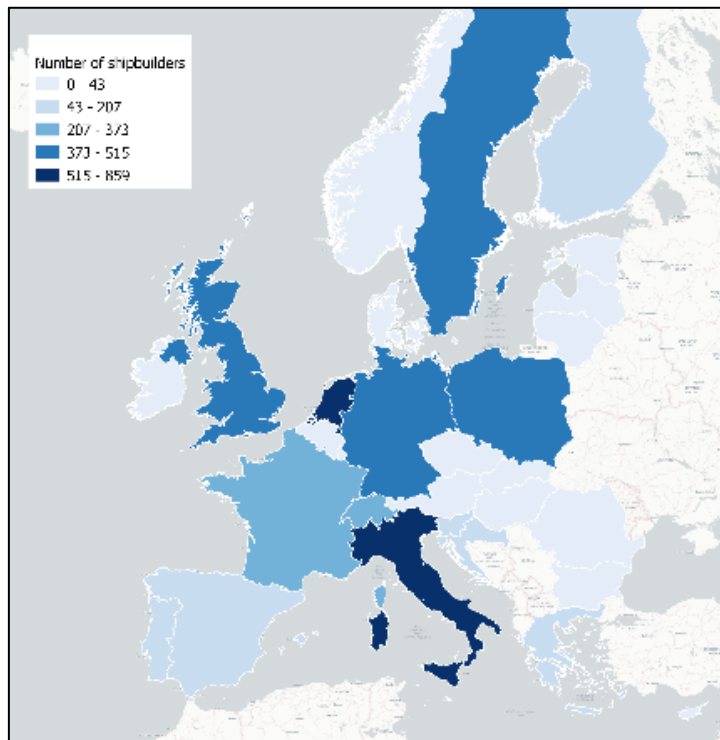
Figure 7: Number of sailing boats per 10 000 inhabitants.



Source: Panteia, based on ICOMIA (2022) and data from national boating agencies

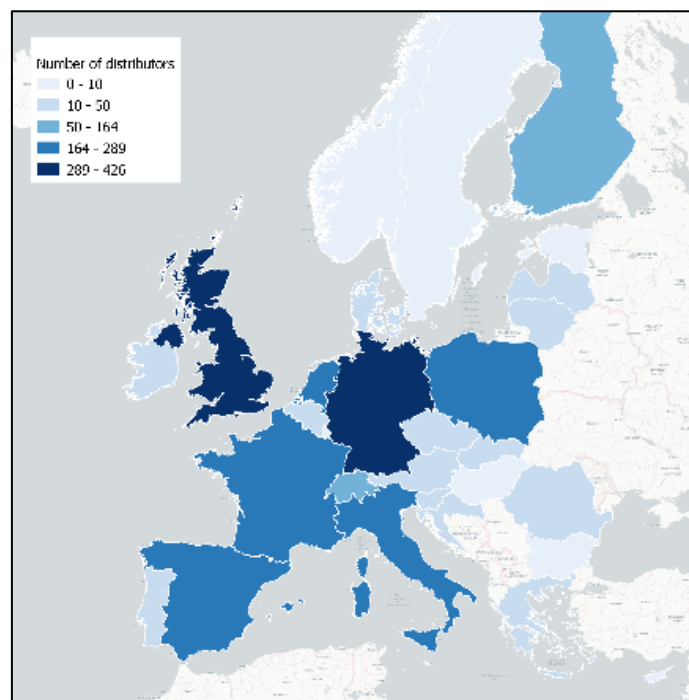
Statistics on the number of recreational craft shipbuilders, distributors and suppliers are shown in the following figures.

Figure 8: Number of recreational craft shipbuilders.



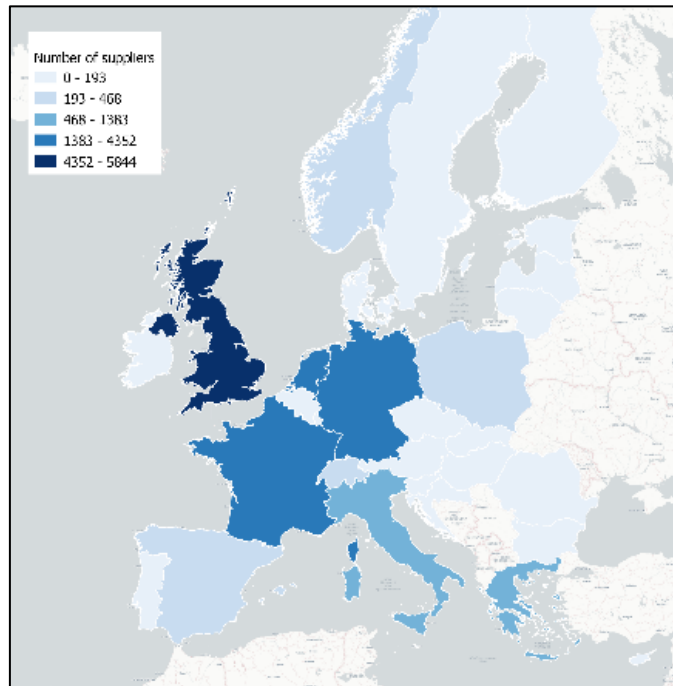
Source: Panteia, based on ICOMIA (2022) & EBI Member Information

Figure 9: Number of recreational craft distributors.



Source: Panteia, based on ICOMIA (2022) & EBI Member Information

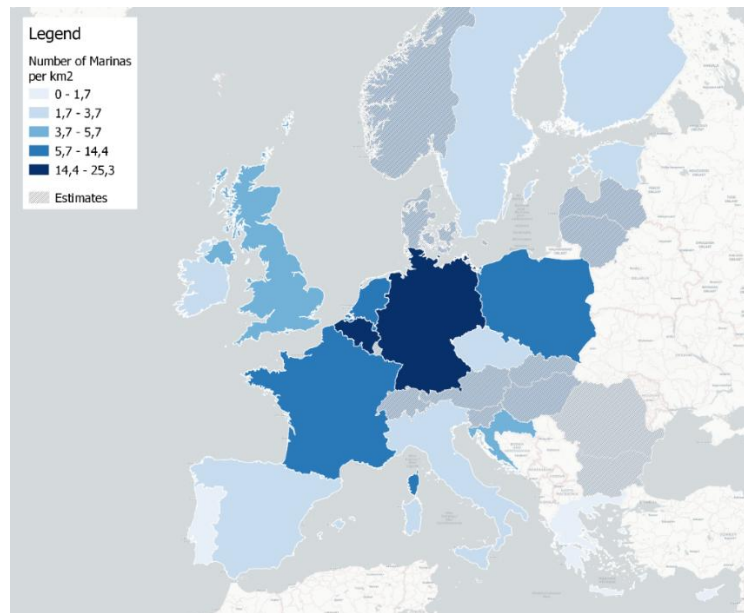
Figure 10: Number of suppliers to the recreational boating industry.



Source: Panteia, based on ICOMIA (2022) & EBI Member Information

The most important EU countries for the recreational craft shipbuilding industry are Italy, France, Germany, United Kingdom, Poland, and the Netherlands. Italy has the most recreational craft production sites in Europe, while Germany has most of the distributors of recreational crafts and the UK is home to most of the suppliers to the recreational craft industry.

Figure 11: Number of marinas per km² sailing area.



Source: ICOMIA Industry Statistics 2022 & EBI Member Information

The EU Member States with the highest number of marinas per km² of navigable waters are Belgium and Germany.

3. Task 2 - Overview of the existing boating licence systems

Task 2 involved examining the various licensing systems across EU Member States, as well as Norway, United Kingdom, and Switzerland. A comprehensive review of each country's legislation to collect comparative data on Skipper's certificate requirements for recreational boats was conducted. During the stakeholder consultation, the legislation found in the desk research was sent to the corresponding states for verification. The following countries provided verified the desk research findings on their legislation: 1) Sweden, 2) Spain, 3) Italy, 4) Switzerland, 5) Ireland, 6) Germany, 7) Finland, 8) Italy, 9) Latvia, 10) Lithuania, 11) Greece.

3.1 Comparative analysis of the legislation

This task's comparative analysis is structured around seven pillars:

- 1) boating areas, which include type of waters such as inland or sea waters and the distance from the coast in nautical miles where the licence holder is permitted to sail.
- 2) types of boats per propulsion modes (motorised, sail boats) and maximum speed or power of the engine.
- 3) minimum age requirements for obtaining a licence.
- 4) validity period of the licence in years.
- 5) theoretical knowledge requirements and testing.
- 6) practical knowledge requirements and testing; and
- 7) medical fitness certificates or requirements.

The table below presents an overview of the legislation requirements per Member State where NA denotes that no information was available A detailed description of the legislation per Member State is presented in ANNEX I.

Table 3: Overview of the legislation coverage of the aspects mentioned above per Member State + Norway, Switzerland, UK (Note 1: * Non-EU countries).

Country	<i>Boating areas distinguished in legislation</i>	<i>Boat categories type, dimensions and power distinguished in legislation</i>	<i>Minimum age</i>	<i>Validity of boat licence</i>	<i>Theoretical knowledge and testing</i>	<i>Practical knowledge and testing</i>	<i>Medical fitness</i>
Austria	Yes	Yes	18 or 21 years	Until 65 years – after renewal, every five years	Yes	Yes	Yes
Belgium	Yes	Yes	16 years to sail and 17 to participate in exam	Indefinite	Yes	Yes	Yes
Bulgaria	NA	NA	18 years	10 years	NA	NA	NA
Croatia	Yes	Yes	15 or 16 or 18 years depending on the type	For categories A and B indefinite	Yes	A practical exam is required and in Category C	Yes

Country	Boating areas distinguished in legislation	Boat categories type, dimensions and power distinguished in legislation	Minimum age	Validity of boat licence	Theoretical knowledge and testing	Practical knowledge and testing	Medical fitness
			of certificate	for category C 10 years		a course is also mandatory	
Cyprus	Yes	Yes	17 for a learner licence, 18 for an operator	Up to 70 years and then renewal of the medical certificate every 5 years	Yes	Yes	Yes
Czech Republic	Yes	Yes	14, 18 or 20	Up to 65 years and then renewed every 5 years	Yes	No, practical knowledge is tested in theory	Yes
Germany	Yes	Yes	Based on the type of licence 14 years for sailboats and 16 for motorboats	Indefinite	Yes	Yes	Yes
Denmark	Yes	Yes	16 years	NA	Yes	Yes	Yes
Estonia	Yes	Yes	15 years	10 years	NA	NA	NA
Finland	No	Yes	16 years	Indefinite	Yes	Yes	Yes
Greece	No	Yes	18	Up to 65 years and then renewed every five years	Yes	Yes	Yes
Spain	Yes	Yes	18 or 16 years old (with parent or guardian consent)	10 years until 70 years old then the licence is renewed every 5 years.	Yes	No practical testing but practical experience is required.	Yes

Country	<i>Boating areas distinguished in legislation</i>	<i>Boat categories type, dimensions and power distinguished in legislation</i>	<i>Minimum age</i>	<i>Validity of boat licence</i>	<i>Theoretical knowledge and testing</i>	<i>Practical knowledge and testing</i>	<i>Medical fitness</i>
France	Yes	Yes	16 for the basic licences and 18 for extensions	Indefinite but for ICC is 5 years	No	Yes, with a practical test at the end	Yes
Hungary	Yes	Yes	18 and 21 years depending on the type of licence	10 years	Yes	Yes	Yes
Ireland	No	Yes	16 years	5 years for the ICC	Only completion of courses	Only completion of courses	No
Italy	Yes	Yes	18 years	10 years	Yes	Yes	Yes
Lithuania	Yes	Yes	Minimum age varies between 16, 18 and 22 years depending on the type of licence.	10 years	Yes	No practical exams but practical experience is necessary.	Yes
Luxembourg	Yes	Yes	NA	10 years and up to 60 years old	Yes	Yes	To be further identified from the surveys.
Latvia	Yes	Yes	16 years old	10 years	Yes	No examinations are required but the candidate needs to show proven experience in sailing.	Yes
Malta	All national waters	Yes	18	10 years	Yes	Yes	Yes
Netherlands	Yes	Yes	18	Indefinite	Yes	Yes, for some licence categories. The most basic licence category KVI does not require	Yes

Country	Boating areas distinguished in legislation	Boat categories type, dimensions and power distinguished in legislation	Minimum age	Validity of boat licence	Theoretical knowledge and testing	Practical knowledge and testing	Medical fitness
						practical test.	
Poland	Yes	Yes	14, 16 or 18 depending on the type of licence or the type of boat	NA	Yes	Yes, and the candidate needs to also prove experience in sailing	Yes
Portugal	Yes	Yes	8, 16 or 18 depending on the type of licence or the type of boat	Indefinite till 70	Yes	Yes	Yes
Romania	Yes	Yes	18	Indefinite	Yes	Yes	Yes
Sweden	NA	Yes	No	Indefinite	Only for ICC	No	No
Slovakia	NA	Yes	15 or 18	Indefinite	Yes	Yes	Yes
Slovenia	Yes	Yes	16 or 18	Indefinite	Yes	Yes	Yes
Norway*	Yes	Yes	16 or 18	10 years	Yes	Yes	Yes
Switzerland*	Yes	Yes	14 for coastal / 16 for maritime	10 years for ICC	Yes	Yes	Yes
United Kingdom*	Yes	Yes	RYA certificates based on the level can be acquired from 8 years old	RYA certificates indefinite	Yes	Yes	NA

Note that in each country, there are typically various levels of licences available for a skipper to obtain. Each licence has its own set of requirements and allows the holder to sail in specific areas and with certain types of boats (based on factors like horsepower and speed). In the analysis below, a broader overview of the countries is provided, offering a general outline of the types of motorboats, sailing areas, etc., as outlined in each country's legislation. A detailed examination of each boating licence and its permissions is provided in ANNEX I. The subsequent section presents an analysis of each topic, highlighting key points of focus.

1. Boating Areas identified in the legislation:

In the legislation of each Member State, the permissible sailing waters for each skipper are typically specified based on the type of licence held. For example, some countries distinguish between inland and sea waters, while others impose specific distance limits from the coast or a safe haven where a skipper can operate the vessel. The table below presents a summary of the type of waters covered by the licences in each Member State, including any specified limits in nautical miles (nm) applicable to each licence.

Table 4 Classification of countries per the boating areas identified in their legislation.

	No limits	Less than 6nm	Between 6-12nm	Between 12-25nm	More than 25nm	Special areas
Sea waters	NL, AT, BE, EE, HR, DE, DL, RO, CH, FR, MT, FL	DE, BE, FR, HR, ES, CZ, LU, EE, HU, IT, PT, LV, RO	IT, LT, HU, PT, ES	UK, PT, RO, SL,	BE, LT, HU, MT, PT, ES	HR, DK, LV
Inland waters	CZ, DE, AT, FR, PL, HU, LV, CH, LT, UK, IT, LU, NL, RO, UK, FL	EE				BE, DE, AT, NL, CH

The distinction between sea and inland waters is typically present in the legislation of most countries, except for Slovakia, Finland, Sweden, Greece, Norway, Cyprus, Spain, Slovenia, Portugal, Malta, and Denmark. Most of the countries which issue licences only for sea waters are countries with mostly coastline and little or no inland waterways such as Greece, Cyprus, Spain, Portugal, and Malta.

Finland and Sweden do not require a national recreational licence, instead they issue an international Certificate of Competence (ICC) for those who wish to navigate or charter a boat abroad, with no specific boating areas identified. In Hungary, licences are only issued for inland waters, while Italian legislation does not differentiate between inland and sea waters.

In Croatia and Spain, an additional classification is made between national and international waters. In Spain, licences also have restrictions on the time of day, with some valid only for daytime sailing. The Czech Republic and Latvia follow the classification of navigable waters outlined in Directive 2013/53/EU, which includes sea, offshore, inshore, and inland waters. In Ireland, no licence is required to sail vessels on inland waters.

For example, in Belgium the area of L’Escaut (Lower Sea Scheldt) requires a specific licence, in Germany, Austria Switzerland Lake Constance¹⁶ and in Austria the Danube. In Germany skippers need a licence for boating on some inland waterways while there is no licence requirement for others. Croatia requires a special licence to sail in the Adriatic Sea, Latvia in the Baltic Sea and the Gulf of Riga and Denmark in the English Channel, British Isles, Ireland, Norway, and the Faroe Islands. In the Netherlands parts of the inland waterways can be sailed only by holders of specific licences. It is evident that there is significant variation in the classification of waters and licences across different Member States.

¹⁶ <https://www.boat24.com/de/blog/welchen-bootsfuehrerschein-brauche-ich-fuer-den-bodensee>

2. Type of vessel:

In their legislation, all countries specify the type of boat that a licence holder is authorised to operate. While some countries only differentiate between motorboats and sailboats (Latvia, Lithuania, UK with RYA¹⁷) the most common differentiating factors are the maximum hull length and engine power in kilowatts (kW) for both motorboats and sailboats. The table below categorises countries based on the type of boat, considering the maximum hull length and maximum power as outlined in their legislation.

Table 5 Classification of countries as per the type of boat.

Type of boat	Hull length			Engine power				
	<15m	15-20m	<24m	<5kW	5-10kW	10-15kW	15-20 kW	<20-30kW
Sailboat and Motorboats	PL, AT, HR, PT, LU, NO, ES, UK	NL, BE, FR, DE, SK, PL, AT, GR, CY, DK, NO, HU, ES	NL, EE, HR, ES, IT, SL, CZ, MT, LV, LT, IE, DK, FL, SE, UK	RO, PT, FR, PL	LU, CZ, CH	HR, DE, HU	SK, SL, CZ, NL, PL, NO	EE, PT, IT, MT, GR

Regarding the maximum length of the recreational boat, in most countries, boats of 24m and longer can be operated only with a professional licence.

In most countries, the maximum length permitted for recreational boats is 24 meters. Longer boats can typically only be operated with a professional licence. However, in some countries like Croatia, the type of boat is determined based on the gross tonnage, with a specified weight limit of 15 tonnes. Meanwhile, Malta and Spain have a maximum category of 200 tonnes for recreational boat licences, while Finland sets it at 500 tonnes. The majority of countries differentiate motorboats based on engine power. Italy stands out as it does not require a boating licence for motorboats with a maximum horsepower of 30 kW.

Overall, while all countries specify in their legislation which type of vessel is covered by each type of licence, the criteria for differentiation between licences varies considerably among them.

It should be noted here that in some countries there are limits after which a licence is necessary to operate a boat. The table below presents which are these limits.

Table 6 Limits for the requirement of a recreational boat licence.

Country	Limits
Austria	A licence is necessary for all types of boats and all types of waters.
Belgium	A limited licence is required for boats faster than 20 kms/h and longer than 15 meters.

¹⁷ RYA: Certificates issued by the Royal Yachting Association in the UK. These certificates are valid also outside the UK and they are recognised in many other countries i.e. Ireland. <https://www.rya.org.uk/#:~:text=Read%20more-,About%20the%20RYA,waterways%20cruising%20in%20the%20UK.>

Bulgaria	A licence is necessary for all types of boats and all types of waters.
Croatia	A licence is necessary for all types of boats and all types of waters.
Cyprus	Licence is required for boats that have a motor and can develop speed more than 15 nautical miles per hour
Czech Republic	A licence is necessary for all types of boats and all types of waters.
Denmark	A licence is necessary for motorboats and sailing boats over 15m, as well as for power boats (19kW / 25 HP).
Estonia	A licence is required if a recreational craft is more than 25m ² , the engine power is more than 25kW and/or if the watercraft is navigated within more 5nm from the shore at sea, or more than 9km from the shore on inland waters
France	A licence is necessary to operate a boat when the power of the engine is over 6hP.
Finland	No formal certificate required for boats less than 24m (ICC requirements).
Greece	A licence is required for boats that have a motor on board more than 15hP.
Germany	A licence is required only for boats longer than 15 meters and/or with a motor of more than 15 HP
Hungary	A licence is necessary for all types of boats and all types of waters.
Ireland	A licence is not required to sail in Ireland. ICC is issued for boats up to 24m or gross tonnage.
Italy	A licence is mandatory within Italian territorial maritime and inland waters, for navigation beyond six nautical miles from the coast and/or if the main propulsion engine power installed aboard is more than 30 kW.
Latvia	A licence is necessary for all types of boats and all types of waters.
Lithuania	A licence is necessary for all types of boats and all types of waters.
Malta	A licence is necessary for all types of boats and all types of waters.
Luxembourg	A licence is required for pleasure vessels greater than 7m and with engine power more than 7.35 kW.
Netherlands	A licence is needed to operate a fast motorboat (≤ 20 meters, and ≥ 20 km/h) or a recreational boat with a length over 15 meters.
Poland	A licence is required for sailing boats and yachts that are greater than 7.5m or motorboats with a power greater than 10kW.
Portugal	A licence is necessary for all types of boats and all types of waters.

Romania	A licence is not required for a pleasure craft with an engine power of up to 3.68 kW / 5 HP.
Slovakia	A licence is not required for vessels with an engine of less than 4kW.
Slovenia	A licence is necessary for all boats with an engine over 7.35 kW and a length over 7m.
Spain	It is not necessary to have a licence to operate a pleasure craft or a watercraft at daytime with an engine power of up to 11.26 kW and length up to 5m (motorboats) or 6m (sailing boats), and within 2nm from a port, marina, or shelter.
Sweden	No boat licence is required for driving pleasure boats in Sweden unless the recreational craft is more than 12m long and more than 4m wide. This covers boats under the Swedish flag.
Norway	A licence is required for recreational crafts 8m and with engine power lower than 25kW and with speed lower than 50 knots.
United Kingdom	In the UK there is no mandatory licencing system for recreational crafts.
Switzerland	A licence is required for vessels with an engine power exceeding 6kW or sail greater than 15m ²

3. Minimum Age:

The minimum age required to obtain a boating licence is specified in the legislation of the Member States, but there is no standardisation across countries. The minimum age varies from 14 to 21 years and depends on the type of licence and the category of the boat. Eight countries have minimum age requirements of less than 16 years. In the UK, first levels of RYA can be obtained from the age of 8 years.

For the International Certificate of Competence (ICC), the minimum age is typically 16 years, and this rule applies to most countries. For instance, Belgium, and Lithuania have a lower minimum age requirement of 16 years for licences for smaller boats and for navigation within limited distances from the shore.

However, three countries have higher minimum age requirements, which exceed 20 years, in order to obtain a recreational boat licence.

Table 7 Classification of Member States based on minimum age.

Less than 16 years	16 years	18 years	Over 20 years
HR, DE, PL, SK, EE, PT, IE, CH, UK	BE, DE, FL, EE, PT, SL, CZ, LV, LT, DK, CH, FR, IE, ES, SE, NO, UK, ES	AT, BG, CY, NL, BE, PL, HU, SK, HR, EE, BG, RO, SL, EL, CZ, MT, CH, LT, NO, FR, PT, UK, IT	ST, LT, AT

In Sweden, there is no minimum age to sail a boat. Lastly, in the United Kingdom, there is no mention of a minimum age requirement for obtaining a boating licence.

4. Validity of the Licence:

Another topic of consideration is the validity period of the licence, determining how long each licence remains valid. Twelve countries have licences with indefinite validity, while eleven countries set a validity period of 10 years. In Ireland, the ICC licence is valid for 5 years. Portugal and Cyprus issue licences valid until the holder reaches the age of 70 years after which the holder needs to renew it every five years, Greece, Czech Republic, and Austria until 65 and then the licence can be renewed every five years. In Spain, the licences expire every 10 years until the holder becomes 70 and after then the licence can be renewed every five years. In Luxembourg, the licences expire every 10 years until the holder becomes 60 and after then the licence can be renewed every five years.

In the countries where the licence has a limited validity period, such as when it expires or the holder reaches a certain age, individuals are required to retake the medical exam in order to renew the licence.

Table 8 Classification of Member States based on validity of licences.

Indefinite	Age limits	10 years	5 years
BE, DE, FL, NL, PL, SE, SK, CZ, FR, SL	AT, CY, CZ, EL, ES, LU, PT	EE, BG, HR, HU, IT, LT, LV, MT, NO, CH	HR, IE

5. Theoretical Knowledge and Testing:

For each type of boating licence, theoretical knowledge is a prerequisite. The main theoretical knowledge required in all countries includes:

- 1) understanding traffic regulations related to navigation zones,
- 2) general knowledge of the craft,
- 3) understanding engines/sails,
- 4) knowledge about safety equipment,
- 5) navigation under different weather conditions (establishing position and the safe course),
- 6) weather forecast,
- 7) mooring and unmooring procedures,
- 8) manoeuvring and conduct during meeting and overtaking of vessels.

Exam requirements vary depending on the type of vessel and the areas covered by the licence. For example, licences for sailing boats include questions related to sailing techniques, while licences for inland waterways include questions specific to inland navigation. Twenty-five countries require applicants to undergo a theoretical knowledge test to prove their competency. In two countries, a theoretical exam is not necessary to demonstrate knowledge.

Table 9 Classification of countries based on theoretical knowledge and testing.

Yes	No
AT, BE, CZ, CY, DE, DK, EL, HR, FL, FR, IT, LT, LU, LV, NL, PL, PT, RO, SK, SL, NO, CH, HU, MT, ES, UK	IE

In Finland and Sweden, where no licence is required, applicants seeking an International Certificate of Competence (ICC) undergo theoretical testing specific to the type of licence they are applying for.

In Poland, it is necessary to pass an exam for the first level of licence (yacht helmsman). Subsequent level licences are considered extensions and do not require additional theoretical testing; however, they require practical experience to obtain the next licence. In Ireland, applicants must demonstrate participation in courses, and no theoretical exams are necessary.

For Estonia and Bulgaria, limited to no information was available. In the UK to obtain a RYA certificate the candidate needs to follow a course at the end of which the theoretical knowledge is tested.

6. Practical Testing:

Practical knowledge requirements and assessment, unlike theoretical testing, demonstrate significant variability among different countries, highlighting a lack of overall standardisation. In most countries, there are distinctions between different levels of practical knowledge for various types of licences.

In twenty countries, practical knowledge is evaluated through a practical examination, which assesses the application of necessary theoretical knowledge in real-world scenarios. This examination typically covers the ability to navigate and operate the vessel safely and correctly, including tasks such as departure and arrival procedures and adherence to COLREG (Collision Regulations). It also includes demonstrating proficiency in using safety equipment and responding effectively to special circumstances like man overboard situations.

Table 10 Classification of countries based on practical knowledge and testing.

Yes	No
AT, BE, HR, CY, DE, DK, FL, HU, IE, IT, LU, NL, PT, RO, SK, NO, CH, EL, MT, UK	CZ, FR, LT, LV, PL, SL, IE, ES, NO

In countries where a practical examination is not required, most still mandate proof of experience and completion of practical courses. For instance, in France, candidates must complete practical courses, with their practical knowledge tested at the end of each course.

In Latvia and Lithuania, a logbook documenting necessary experience during both daytime and nighttime serves as proof of evidence, eliminating the need for a practical test. In the Czech Republic, there is no practical test, but everything is evaluated on a theoretical level. In Poland, a confirmation of required experience is considered proof that the candidate has the necessary practical knowledge to sail within the limitations of the licence. Belgium introduced a practical exam in 2021, before that a number of documented hours on board of a boat supervised and certified by a yacht club member or training academy sufficed¹⁸. In Slovenia, the practical knowledge is tested theoretically and not on a boat. In Spain, no practical test takes place, but the candidates need to follow practical courses from accredited schools. After the end of the course the practical knowledge is tested and the certificate issued. Norway also requires practical courses and no additional tests. In the Netherlands, no exam is necessary for the lowest licence category. To obtain a RYA certificate in the UK, the candidate needs to follow a course at the end of which the practical knowledge is tested.

7. Medical Fitness:

Among the Member States that stipulate some form of medical fitness check, the majority require evidence of general fitness, adequate eyesight (including sharpness of vision and colour discrimination), and hearing ability. However, the scope of these requirements varies for different categories of skipper licences in several cases.

Table 11 Classification of Member States as per Medical Fitness requirements.

Yes	No
AT, BE, CY, CZ, DE, DK, EL, ES, HR, FI, FR, IT, LT, LV, MT, NL, PT, RO, SK, SL, NO, CH, GR, HU, PL	BG, IE, SE

Several Member States specify that medical fitness certificates should not be older than 3 or 6 months at the time of submission for the exam. However, in Slovakia, Croatia, and Romania, these certificates

¹⁸ See: mobiliteit.belgium.be/nl/scheepvaart/pleziervaart/bestuurder/examens/praktijktest-vaarbrevet

need to be renewed every 5 years. In Greece, Austria and Cyprus, medical fitness must be retested more frequently, such as annually after reaching a certain age (e.g., 65 years old and up).

3.2 Licence recognition per Member State

This section focuses on the competence requirements accepted by Member States and the mutual recognition of their licences. Its goal is to determine the validity of these licences as outlined in legislation, illustrating which states validate and acknowledge/recognise the legislation of other states. The analysis was conducted per Member State, with any additional required information being gathered through surveys or interviews.

A noteworthy observation is that, while nine Member States do not recognise International Certificates of Competence (ICC), most of them do recognise licences issued to European Union nationals.

The following section provides examples of provisions in these states, including in those which have not implemented Resolution 40 ICC, but yet recognise foreign licences.

- **France¹⁹**: French boaters holding a foreign licence issued by another Member State are permitted to pilot a French pleasure motorboat within the limits of the licence they hold. This also applies to boaters holding a licence issued by their country of nationality who can boat within the limits of their licence. French boaters holding a foreign licence to operate a pleasure motorboat issued by a state other than an EU Member State (or Monaco) are authorised to pilot a French pleasure motorboat within the limits of the prerogatives provided by the valid permit they hold. They may request the issuance of a French licence to operate pleasure motorboats by equivalence with the valid foreign licence, provided they successfully pass the theoretical test for the coastal or inland licence. This also applies to nationals of a state other than an EU Member State or Monaco.
- **Spain^{20,21}**: In Spain, pleasure boats can be rented to any individual as long as they hold a valid recreational title or qualifying certificate, enabling them to exercise the governance of the vessels within the powers conferred upon them by the title or certificate. The nationality of the holder should be the same as the country issuing the licence. This must be issued by the country of nationality or residence, provided that the country belongs to the EU. In the event of issuance through the country of residence, this must be accredited in the country granting the title at the time of its issuance, for which the interested party must provide any document that legally justifies residence. If somebody is operating a foreign flagged pleasure boat in Spain (i.e. a boat which is not Spanish flagged) and they are not a citizen of the flag state, they are required to have the certificate required by their country of residence or the country of which they are a citizen. From interviews with charter companies in Spain, it was pointed out that when renting a boat, the insurance company plays the most important role²². Charterers check the licence with the insurance to ensure that each licence covers the needed abilities to sail the boat.
- **Hungary²³**: Hungary accepts International recreational boatmasters' certificates if they were issued in accordance with ICC Resolution No. 40.
- **Poland²⁴**: In Poland, other European certificates and licences are recognised without additional national examination. These documents are recognised within the scope for which they were issued. They must be issued by the administration or on behalf of the administration.

¹⁹ <https://www.mer.gouv.fr/le-permis-plaisance-permis-de-conduire-les-bateaux-de-plaisance-moteur>

²⁰ <https://www.boe.es/buscar/act.php?id=BOE-A-2014-10344#ai-5>

²¹ <https://first-class-sailing.com/files/firstclasssailing/PDF/BOATING-LICENCES%20-GUIDE.pdf>

²² Interviews with Spanish charterers during Boot Dusseldorf.

²³ <https://vizsgakozpont.hu/hajozas/belvizi-kedvtelesi-celu-hajos-kepesitesek>

²⁴ <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20010050043/U/D20010043Lj.pdf>

- **Czech Republic**²⁵: Based on the legislation, the Czech Republic recognises all ICC certificates issued in accordance with UNECE ICC Resolution No 40. In addition, no bilateral agreements exist between the countries regarding the recognition of licences.
- **Greece**^{26, 27}: In Greece, the licensing process for boating is uniform for both Greek and non-Greek nationals, as stipulated by Article 13. International licences are considered valid if they are translated and the issuing authorities are recognised by Greece, provided the contents are in alignment with Greek licensing standards. While Greece does not recognise the International Certificate of Competence (ICC), it does acknowledge the validity of all EU licences. However, practical limitations exist on the recognition of certain licences, such as those issued in the UK or those with specific restrictions (e.g., daytime validity only). The Greek authorities have encountered numerous challenges, particularly with German nationals, due to the frequent requirement for certificate translation. The German Boating Association has reported that their members often face issues in Greece, where every type of documentation needs to be identified and translated for local authorities to accept its validity. In Greece, to sail a boat out of a marina or harbour, the harbour master or local authorities require a list of people on board and the accreditation of the boatmaster and crew (when necessary)²⁸. If the authorities cannot verify the credentials of the captain, they will not grant permission for the boat to sail.
- **Croatia**²⁹: The Croatian Ministry has developed a comprehensive list outlining which licences are accepted by local authorities. These licences are recognised regardless of whether they are ICC licences.
- **Netherlands**^{30, 31}: The Netherlands acknowledges the licence of the holder (whether an ICC or another European licence) irrespective of the holder's nationality and country of residence. In addition, there is no specific requirement for evidence of competence other than that stipulated by the vessel's flag state.
- **Italy**^{32, 33}: Italy recognises international licences of foreigners and Italians residing abroad if they can show a licence issued in the state of their nationality or their country of residence. Citizens of Member States are not obliged to show a licence if they exhibit a declaration issued by its authorities showing that the legislation, respectively, of the country of origin of the subject or flag State of the unit does not provide for the issue of any qualification. In Italy, the legislation applied to a boat is reflected by the boat's flag. For instance, when chartering a boat in Italy, the charterer consults with the boat's insurance company. The charterer submits the licence to the insurance company for verification to ensure that the holder possesses the necessary knowledge to charter the boat in question. If the company and the harbour master have granted permission to sail, then the coastal guard will accept the licence of the captain. Even in the case of a privately-owned boat, once the captain can prove that there is insurance, the coast guard will not reject the boat.
- **Cyprus**³⁴: In Cyprus, the licence of the skipper is recognised regardless of the country of issue. In order to sail a boat out of a marina or harbour in Cyprus, the harbour master or local authorities require a list of people on board and the accreditation of the boatmaster and crew (when necessary). If the authorities cannot verify the credentials of the captain, they will not grant permission for the boat to sail.

²⁵ <https://first-class-sailing.com/files/firstclasssailing/PDF/BOATING-LICENCES%20-GUIDE.pdf>

²⁶ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/greece>

²⁷ Source: https://adeies.hcg.gr/static_adeies/gk150.9e0998a79943.pdf

²⁸ Based on the interviews conducted with Greek Charterers during the Boot Dusseldorf

²⁹ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/croatia>

³⁰ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/netherlands>

³¹ <https://first-class-sailing.com/files/firstclasssailing/PDF/BOATING-LICENCES%20-GUIDE.pdf>

³² https://www.gazzettaufficiale.it/atto/serie_generale/caricaArticolo?art.progressivo=0&art.idArticolo=34&art.versione=1&art.codiceRedazionale=008G0166&art.dataPubblicazioneGazzetta=2008-09-22&art.idGruppo=2&art.idSottoArticolo1=10&art.idSottoArticolo=1&art.flagTipoArticolo=0

³³ Interviews for Italian charterers in Boot Dusseldorf

³⁴ <https://www.dms.gov.cy/dms/shipping.nsf/All/702FB97B3FEBD858C225835B0041C747?OpenDocument>

- **Norway³⁵**: Norway has ratified the ICC, and all other boating licence rules apply, but they should be issued for coastal waters as well. Boating licences and other qualification documents issued in another EEA country are valid, in accordance with the contents of the document. Other foreign boating licences are valid if their requirements comply in all respects with Norwegian licences and if they are issued in English or a Scandinavian language.
- **Germany³⁶**: People who live in the Federal Republic of Germany need a German recreational boat licence for the respective waters (sea or inland). The so-called guest regulation applies to people who reside outside of the Federal Republic of Germany. These people can use a foreign skipper's licence to navigate the relevant waters in Germany for up to one year. Persons who have been residing in Germany for more than a year need a German pleasure boat licence - regardless of their citizenship. Germans who live abroad temporarily and after a certain period of time relocate to Germany with a foreign boating licence must also acquire the German recreational boat licence after one year. The second fundamental rule concerns recreational boats under the German sailing flag abroad. Only people who have a German recreational boat licence are entitled to drive a recreational boat under the German flag abroad.
- **Portugal³⁷**: Portuguese legislation requires that the skipper of a recreational vessel is in possession of a licence (with the exception of recreational craft with a length of less than 5 metres and less than 4.5KW power which are navigating by day and within a port). The legislation also sets out the terms by which equivalent documents issued by authorities from European Union (EU) countries are automatically recognised in Portugal.
- **Switzerland³⁸**: A licence is required for vessels with an engine power exceeding 6kW or sail greater than 15m². A visitor navigating a vessel with a foreign flag needs an ICC or a national permit which establishes authorisation to navigate that vessel in the vessel's flag state. A visitor sailing a vessel under the Swiss flag must have an ICC or a national navigation permit. A Swiss licence is required by anyone who has been living in Switzerland for more than 12 months.
- **Sweden³⁹**: For boats under the Swedish flag no certificate is necessary. Otherwise, the requirements follow the ones stipulated by the vessel's flag state.
- **Denmark⁴⁰**: For foreign vessels in Denmark, the requirements set by the vessels flag state apply. Evidence of competence are required for foreigners sailing boats under the Danish flag based on the Danish legislation. A licence is needed for power boats only.
- **Romania⁴¹**: In Romania, all residents are allowed to take boating exams, and Romania recognises the ICC issued by other countries to non-Romanian citizens.
- **Finland⁴²**: In Finland, when renting a boat, the renter's ability is checked no formal certificate is required.
- **Belgium⁴³**: In Belgium, a list is publicly available online detailing which countries' certificates are recognised. Specifically, certificates from the following countries are acknowledged: Germany, Denmark, Bulgaria, France, Finland, Hungary, Luxembourg, the Netherlands, Poland, Slovakia, the Czech Republic, the UK, as well as certificates for the Rijn.⁴³

³⁵ <https://www.sdir.no/en/recreational-craft/certificates/boating-licence-and-icc/boating-licence-and-icc/>

³⁶ <https://www.kuestenpatent-kroatien.at/ac-nautik-blog/tag/icc-ist-keine-alternative/>

³⁷ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/portugal>

³⁸ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/switzerland>

³⁹ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/sweden>

⁴⁰ <https://www.rya.org.uk/knowledge/abroad/country-specific-advice/denmark>

⁴¹ <https://portal.rna.ro/english/Pagini/Ordinul%20527%20din%202016.pdf>

⁴²

⁴³ Mobility Belgium, Buitelandse Certificaten.

https://mobilit.belgium.be/sites/default/files/Scheepvaart/Pleziervaart/pleziervaart_buitenlandse_certificaten_nl.pdf

Main findings:

Every Member State has its own regulation with varying requirements that encompass different types of water areas and vessel categories.

- The primary differentiation lies between inland and coastal waters.
- The majority of Member States require medical certificates and mandate applicants to undergo theoretical and practical tests.
- It is often unclear which foreign licences are recognised, leading to confusion for vessel owners or potential renters unsure if their licence will be accepted. In many cases, each situation is evaluated individually, with the harbour master, charterer, or insurance company making the final decision on licence acceptance.
- It is also unclear how the applicable rules will be interpreted by law enforcement (coast guard, water police etc.).
- Ireland, Sweden, and Finland do not have an obligatory licence system in place. However, they provide the ability to acquire an ICC licence.

4. Task 3 - Description of the consequences on free movement.

This task identifies the countries that present significant barriers to the recognition of skipper's licences for EU citizens who change residency from one Member State to another. Licence holders who change country of residence are often required to either take exams again or have their certificate reissued in the new country of residence. They also face challenges to renew their licence in case it expires.

For the development of this chapter, an analysis per country was carried out. Information was collected via desk research, questionnaire surveys or interviews regarding the status of the skipper's licences for individuals who change country of residence. For each country, the following table has been completed which can be found in ANNEX III.

Current country of residence/ citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40		
Current country of residence does not apply ICC Resolution No. 40		

The table below summarises the requirements of each EU state regarding licence holders who move country of residence.

Table 12 Requirements per country for licence holders who move countries.

Country	Applies ICC Resolution No. 40	Notes
Austria	Yes	In case the ICC is expired (due to number of years or age restrictions) the holder cannot issue a new one and needs to issue an Austrian licence.
Belgium	Yes	Accepts valid ICCs; otherwise, requires a Belgian licence. No differentiation between citizenship and residence. Belgian authorities provide a list of certificates that can be directly converted to Belgian ones.
Bulgaria	Yes	No information provided on specific rules.
Croatia	No	Croatian Ministry provides a comprehensive online list of accepted licences; citizenship/residence not relevant.
Cyprus	No	Residents need a Cypriot licence. Cyprus is a coastal state.
Czech Republic	Yes	Recognises all foreign qualifications that meet ICC Resolution 40.
Denmark	No	Does not recognise foreign certificates for sailing Danish vessels. The direct conversion of a foreigner's licence to a Danish one is examined on a case-by-case basis.
Estonia	No	No specific information on the recognition policy.
Finland	Yes	Licence not mandatory for Finnish vessels, therefore no change of licence is needed if changing the country of residence in Finland. Finnish nationals need to obtain a licence in case they move to countries that require one.

Country	Applies ICC Resolution No. 40	Notes
France	No	Doesn't recognise ICC Resolution 40. Foreign licences of new residents may be converted after consideration on a case-by-case basis.
Germany	Yes	Requires German recreational boat licence for residents; foreign licences may be valid for temporary stays (up to a year).
Greece	No	Accepts licences from Greek or foreign nationals if issued by an officially recognised authority.
Hungary	Yes	No information provided.
Ireland	Yes	Certificates are mandatory; insurance companies may request certification; citizenship/residence not relevant.
Italy	No	Italian licence mandatory for residents; bilateral agreements exist for direct conversion of some international licences.
Lithuania	Yes	Recognises ICC if the certificate expires then holder needs to apply for a local one.
Luxembourg	Yes	Holders of foreign licences may request endorsement.
Malta	No	Recognises ICC from competent authorities.
Netherlands	Yes	Licensing not mandatory; recognises ICC; licences can be converted on a case-by-case basis.
Poland	No	Polish boating licence cannot be changed to an ICC in another country.
Latvia	Yes	Recognises ICC licences but does not renew expired ones.
Portugal	No	Requires an equivalent licence; authorities provide lists of recognised certificates.
Romania	Yes	Recognises ICC; no further information.
Slovakia	Yes	No information provided.
Slovenia	No	No information provided.
Spain	No	Spanish licence required for residents; other international titles acceptable with proof of residency in issuing country; case-by-case decisions to change licence into Spanish.
Sweden	Yes	Licence not mandatory for Swedish vessels therefore no change of licence is needed if changing the country of residence to Sweden. Swedish nationals need to obtain a licence in case they move to countries that require one.
Norway	Yes	No information provided.
Switzerland	Yes	Validity of the foreign licence depends on whether the holder is in the country for holiday or is a resident. In case of change of residency, a Swiss licence is necessary. Agreements for mutual recognition with various countries.
UK	Yes	Few national rules for pleasure boats (under 12 passengers); RYA licence recognised internationally.

The recognition and application of licensing policies for recreational boating across EU Member States significantly impact the principle of free movement within the bloc. While the Treaty on the Functioning of the European Union (TFEU) guarantees the right to mobility, inconsistencies in licensing requirements pose challenges for individuals relocating within the EU. For example, even with the

International Certificate of Competence (ICC), some Member States, such as Belgium and Germany, require the ICC to be converted into a local equivalent upon relocation. Furthermore, if a license expires in any member state, the holder cannot renew it and must apply for a national licence.

Countries like France and Italy impose additional requirements on new residents. In France, foreign licences are evaluated on a case-by-case basis, often necessitating the acquisition of a local equivalent. Similarly, Italy mandates that all residents, regardless of their existing credentials, obtain an Italian boating licence. Such policies impose significant administrative burdens on individuals moving between countries.

Conversely, countries like Finland and Sweden, which do not have mandatory licensing systems for recreational boating, make relocation easier as they do not require individuals to modify or replace their licences. However, these countries offer ICCs to their residents for use abroad. If residents relocate, the ICC's recognition remains uncertain in some countries, such as Belgium and Germany.

Some Member States further complicate matters by differentiating between residency and citizenship. For example, Germany requires residents planning to stay for more than a year to obtain a German licence, regardless of whether they hold a valid foreign licence. This rule applies equally to German nationals returning after living abroad. Similarly, Spain obliges residents to secure a Spanish licence, irrespective of their foreign credentials.

In other cases, residency status determines licensing requirements. In countries like Cyprus and Luxembourg, non-residents may use their foreign licences, but residents are often required to convert them into local equivalents. These policies create obstacles for individuals who frequently move, particularly those in professions requiring cross-border mobility.

Countries such as Spain, Belgium, and Croatia maintain lists of foreign certificates that can be converted into national equivalents. While these lists provide clarity, they also entail administrative processes and additional costs, further complicating relocation.

This fragmented approach to licensing creates barriers to the free movement of individuals within the EU. Article 21 of the TFEU enshrines the right of EU citizens to move and reside freely in member states, yet disparate licensing requirements often undermine this principle. For instance, an individual moving from Portugal to Denmark may face significant administrative hurdles to comply with local licensing regulations. Similarly, someone relocating to Italy may encounter complex procedures to replace their foreign licence, resulting in unnecessary delays and costs.

The inconsistencies highlight the need for harmonised licensing policies across the EU to uphold the principles of free movement and reduce administrative barriers. Aligning these regulations would enable individuals to relocate more seamlessly, fostering a more integrated and mobile European Union. Simplified and standardised licensing processes would reduce administrative burdens and promote inclusivity and mobility.

Main findings:

The licencing patchwork in the EU Member States regarding the recognition of recreational boat licences directly impacts the free movement of people within the EU in the following ways:

- **Hindered but not completely blocked:** While the EU promotes free movement of persons, the lack of uniform recognition of boating licences creates inconsistencies. Someone with a valid licence from one country might not be able to legally operate a boat in another without further action (such as obtaining a local licence or having their existing licence assessed/converted). This contrasts with the intended seamlessness of free movement for other aspects of life within the EU.

- **Administrative burdens:** The need to potentially obtain new licences or have existing licences evaluated and reissued to match a local one adds administrative hurdles and costs for individuals who relocate. This significantly reduces the ease of free movement compared to other EU activities.
- **Discrimination potential:** The differing standards create potential for indirect discrimination. Citizens of countries with less licensing requirements might face more obstacles than those from countries with stringent rules when attempting to relocate to other EU states.
- **Inconsistency with other EU principles:** The situation contrasts with the principle of mutual recognition that largely governs the acceptance of qualifications and many other credentials within the EU such as the uniform framework for the acceptance of driving licences. The absence of a fully harmonised approach to recreational boating licences indicates an area where free movement principles are imperfectly applied.

In short, while you can still move freely *as a person* within the EU, the freedom to operate a recreational boat is not as free flowing as other aspects of EU citizenship rights because of these inconsistent national regulations.

5. Task 4 - Information on the application of UNECE's ICC Resolution No. 40

This task provides a detailed description of the ICC and its application across the relevant countries of interest. It includes details on how the requirements for issuing an ICC licence are harmonised and aligned with the Resolution across different countries. It discusses:

1. assessing whether the 20 countries that have ratified the ICC Resolution have properly implemented the requirements when issuing licences,
2. describing the extent to which countries that have not signed the ICC recognise licences when an international boater rents a recreational boat, during international passages, or when sailing in another country.

5.1 Countries that recognise UNECE ICC Resolution 40

The International Certificate of Competence (ICC) was developed by UNECE to standardise the competence levels for recreational craft skippers. Essentially, the ICC certifies that the holder meets the competence levels as specified in Resolution 40. The ICC Resolution 40 is not an obligatory instrument, and countries can accept and implement it without having signed it. While the ICC is accepted in countries that have ratified Resolution 40, it can also serve as a proof of sailing ability in some countries that have not ratified it.

As summarised in the Table 12, the following Member States have ratified the Resolution 40 and issue and accept licences in accordance with it: Austria, Belgium, Bulgaria, Croatia, Czech Republic, Finland, Germany, Hungary, Ireland, Lithuania, Latvia, Luxembourg, Netherlands, Norway, Romania, and Slovakia. Switzerland and the United Kingdom have also done so.

France has adopted the predecessor of the Resolution 40, Resolution 14. However, the adoption of Resolution 14 by France has not resulted in the adoption of the ICC.

The following Member States have not ratified the ICC resolution: Greece, Portugal, Spain, Sweden, Estonia, Poland, Cyprus, Slovenia, Malta, Denmark, and Italy. Although these countries have not signed the Resolution, most of them still recognise the ICC for persons with a different nationality who wish to rent a boat or sail their boat in their waters.

Despite the acceptance of the ICC by many Member States, various problems persist. Citizens from countries who do not issue the ICC can sail boats with a national licence in their country. However, when travelling abroad, they may encounter issues as they must rely on the acceptance of their national licence. According to the ECSIP report (2015)⁴⁴, certain Member States did not sign up for the ICC initially because it originated from the UNECE inland waterway committee, and it was only later extended to coastal areas. This explains why most coastal countries in the Mediterranean have not ratified Resolution No 40. Additionally, many countries that have signed the Resolution accept the ICC as a standard for inland waters rather than for coastal, for example this is the case for France.

The table below summarises which countries have adopted ICC Resolution No 40, Resolution No 14 and also shows which countries have properly implemented the requirements of the Resolution in their legislation. Countries are denoted with “VVV” if they have properly implemented all the articles

⁴⁴ ESCIP, (2015). Final Report: Study on the competitiveness of the recreational boating sector.

of the Resolution, with “√√” if they partly implemented the Resolution (missing one or two articles) and with “√” if they apply one or two articles or if they miss important articles such as practical knowledge testing.

Table 12 ICC Resolution 40 Adoption and assessment of the adoption by country.

Country	Adoption of UNECE ICC Resolution 40	Proper adoption of the ICC Resolution 40 ⁴⁵
Austria	Y	√√√
Belgium	Y	√√√
Bulgaria	Y	NA
Croatia	Y	√√
Czech Republic	Y	√√
Finland	Y	√√
Germany	Y	√√
Hungary	Y	√√√
Ireland	Y	√
Latvia	Y	√√√
Lithuania	Y	√√√
Luxembourg	Y	√√√
Netherlands	Y	√
Slovakia	Y	√√√
Norway	Y	√√√
Switzerland	Y	NA
UK	Y	NA
Countries which have not adopted the Resolution		
Cyprus	N	NA
Denmark	N	NA
Estonia	N	NA
Greece	N	NA
Italy	N	NA
Malta	N	NA
Portugal	N	NA
Poland	N	NA
Slovenia	N	NA
Spain	N	NA
Sweden	N	NA
Country which has signed Resolution No14 but not Resolution 40		
France ⁴⁶	Y	√√

⁴⁵ Inland Transport Committee UNECE, (2022). International Certificate for Operators of Pleasure Craft – Resolution No 40, Revision 4 and Amendments 1 to 3, Economic Commission for Europe.

⁴⁶ France issues an ICC but recognised Resolution No 14 not Resolution No 40.

The ICC Resolution No. 40 outlines specific requirements related to theoretical knowledge, practical application, medical fitness, and age limits. The following analysis compares the compliance of the legislation of various countries to these requirements⁴⁷:

- **Austria, Belgium, Latvia, Lithuania, Slovakia, Hungary:** These countries fully comply with the Resolution in terms of examination, knowledge, age, and medical tests.
- **Romania:** Romania fully complies with the ICC Resolution. In Romania ICC and international certificates are recognised if issued by the competent authorities of the states that implemented Resolution No. 40.
- **Croatia:** Croatia does not comply with the age limit for Category A, and mental health is not included in the medical fitness examination.
- **Czech Republic:** The Czech Republic does not fully comply with the requirements as the practical knowledge of the applicant on the required topics is tested only on a theoretical level. Additionally, mental fitness is not included in the medical certificates.
- **Germany:** Germany issues the ICC almost in accordance with the requirements, with a lower age permitted and no mental fitness tested. The ICC is accepted and issued in Germany.
- **Ireland:** Ireland does not require a medical certificate to issue an ICC as well as practical exams but only practical courses.
- **Luxembourg:** Luxembourg applies all requirements of the ICC. Holders of a foreign licence can request an endorsement of their licence, which allows them to navigate within Luxembourg/under the Luxembourg flag, and within the limits of this foreign licence.
- **Netherlands:** The licence category for smaller boats in the Netherlands, which is an ICC equivalent, does not require medical fitness certificates and most importantly, practical examination of the skippers' skills.
- **Finland:** Although no licence is requested to sail in Finnish waters, the country issues ICC to those who want to travel abroad. The requirements of the Finnish ICC are in accordance with the ICC requirements apart from the medical fitness certificate.
- **France:** France has not implemented Resolution 40.
- **Norway:** In Norway, the ICC is valid and in line with all the requirements. ICC is accepted in Norway as long as it includes coastal navigation. Licences or other qualification documents issued in another EEA country are valid, in accordance with the contents of the document. Other foreign boating licences are valid if their requirements in all respects comply with Norwegian licences, and it is issued in English or a Scandinavian language.

5.2 Countries that do not recognise the ICC Resolution 40

In general, licences for private individuals may not always be immediately recognised, but they are usually accepted. From the results of the analysis, complications may arise when chartering a boat in another country, but an ICC is typically accepted, even if the country has not formally ratified the ICC Resolution No 40. It is noteworthy that some significant boating countries in Europe, particularly in the Mediterranean, do not recognise the ICC. Below the acceptance of the ICC is described for the countries that did not ratify the Resolution:

- **Greece:** The ICC is valid in Greece as long as it is translated, and the authorities recognised by Greece and the contents comply with the Greek licence. Greece however requires all certificates to be translated into the Greek language and holders should also carry a certification that the entity that issued it has been officially recognised by a governmental authority of the respective country to issue licences.

⁴⁷ The analysis per country is based on the legislation in ANNEX I and the licence recognition per Member State as described in the previous section.

- **Cyprus:** Similar to Greece, Cyprus recognises international licences as long as the limitations of the licence cover the area of operation of the boat and requires similar accompanying documents.
- **Malta:** Malta has not signed the ICC Resolution 40, but it is accepted as a proof of competency from international boaters who want to sail within Maltese waters.
- **Spain:** Spain has not adopted the regulation, but the ICC is recommended for sailing in Spain as Spain recognises the ICC.⁴⁸
- **Sweden:** Sweden has not ratified Resolution 40 but is considering it. Therefore, licences according to the resolution are not approved in Sweden. However, Sweden has no demands on non-Swedish pleasure crafts, allowing an international pleasure craft to operate on Swedish waters without requiring a licence.⁴⁹
- **Portugal:** Other European certificates/licences are valid/recognised in Portugal without the need for an additional national examination, provided the contents comply with Portuguese regulations.
- **Denmark:** For foreign vessels in Denmark the requirements are set by the vessels flag state. Evidence of competence are required for foreigners sailing boats under the Danish flag based on the Danish legislation. See above for powerboat licence.
- **Italy:** ICC is not issued and is not recognised in Italy.⁵⁰
- **Slovenia and Estonia:** Have not implemented the ICC.

Main findings:

The main findings of this Task can be summarised as follows:

- While the aim of ICC Resolution 40 is to establish a standard ensuring that the skipper of every recreational boat possesses the minimum knowledge to sail a vessel, not all Member States have implemented it.
- Only eight countries have properly implemented all the articles of the resolution and three have implemented the bare minimum of the legislation without, for example, checking the ability of the skippers.
- Most Mediterranean and coastal countries have not signed the ICC. However, the majority of these countries, including Greece, Spain and Cyprus recognise the ICC for international boaters. However, in the cases of Greece and Cyprus official translation and additional documentation is required.

⁴⁸ Spanish Dirección General de la Marina Mercante

⁴⁹ Swedish Ministry of Rural Affairs and Infrastructure

⁵⁰ Italian Ministry of Infrastructure and Transport, Dipartimento per i trasporti e la navigazione

6. Task 5 - Data on Accidents with Recreational Crafts in Europe

Task 5 provides an overview of the number of accidents per 10,000 boats per year per Member State, as well as qualitative comparisons between Member States on accidents with recreational crafts. Understanding accident data across the countries of interest while considering the licensing requirements per country can potentially provide insights on what type of licensing systems improve safety, which is a crucial factor to consider when developing a common licensing system.

The data on accidents was collected from the annual reports of national safety authorities. The sources of information are included in the Annex V that contains an overview of national safety authorities and their websites where data can be found. The following national authorities have verified their accident data: 1) Germany, 2) Sweden, 3) Italy, 4) Spain, 5) Lithuania, 6) Netherlands, 7) Greece, 8) Ireland, 9) Finland, 10) Latvia.

There are however two important data caveats. First, under Directive 2009/18/EC national authorities are not obliged to report on accidents involving recreational crafts for non-commercial purposes with less than 12 passengers on board. An important data caveat to report is the fact that the methodologies used to report accidents vary amongst Member States, which poses a challenge to interpret and compare the data collected. There is no harmonised definition offered by Directive 2009/18/EC on what constitutes an accident, or its severity. Many countries do not include accidents with recreational crafts as a separate category in the classification. Finally, the accident data does not capture information on near misses, which may occur quite frequently. This lack of information is significant, as it can provide valuable insights into safety levels and the competencies of skippers within a specific country.

The data was collected for the period 2018-2022. The table below shows the number of reported accidents involving recreational crafts per country and per 10,000 recreational crafts. It should be noted that in the case of the countries with an asterisk, the reporting authority does not provide a differentiation between the type of vessels. The counties noted with two asterisks report the number of accidents under the category other including both fishing and recreational boats.

Table 13: Overview of accidents involving recreational crafts (NA= no data available)

Member State	Accidents 5-year average	Per 10,000 boats
Austria	18	3,16
Belgium	43	21,75
Bulgaria	NA	-
Croatia	81*	7,88
Cyprus	6**	7,49
Czech Republic	23**	3,48
Denmark	0	0,01
Estonia	12	3,28
Finland	38	0,33
France	26	0,23
Germany	NA	NA
Greece	5	0,28
Hungary	22	1,56
Ireland	3	2,67
Italy	244	5,03
Latvia	3	1,79

Lithuania	4	2,54
Luxembourg	17	107,58
Malta	473*	1473,15
The Netherlands	78*	1,54
Poland	6	0,60
Portugal	68	34,89
Romania	NA	-
Slovakia	12	3,10
Slovenia	NA	-
Spain⁵¹	4	0,46
Sweden	20	0,27
Norway	788*	9,68
Switzerland⁵²	NA	-
United Kingdom	43	0,68

Source: Panteia, based on national Authorities annual reports (2018-2022) & Eurostat

* Professional and Recreational craft accidents (Overestimation)

Data analysis indicates Malta, Italy, Croatia, and the Netherlands had the highest boating accident rates (per 10,000 boats). However, direct comparison is challenging due to varying national reporting methods. The high numbers in the Netherlands, Croatia, and Malta may be inflated because their data does not distinguish between vessel types. Italy, however, verified its figures. In contrast, Denmark and Latvia reported the lowest accident rates, with Denmark recording only one recreational boating accident in the past five years (2018-2022). Regarding Germany⁵³, the local authorities mentioned that they do not have accurate data on the total amount of accidents involving recreational crafts. Table 13 cross checks the number of accidents with the adoption of the ICC resolution No. 40 per country and the existence of an obligatory licencing system.

⁵¹ Comment Spanish Dirección General de la Marina Mercante “ , Regarding accident data, it should be noted that the Standing Commission for Maritime Accident and Incident Investigation does not generally investigate accidents that occur on recreational vessels, except those that are considered relevant to investigate due to their consequences. Therefore, the data reflected in this graph, although real, are not very significant.”

⁵² Comment Federal Department of the Environment, Transport, Energy and Communications DETEC, Section Navigation: ‘ The Swiss Transportation Safety Investigation Board investigates only on accidents of vessels of the public transport (Passenger ships with federal concession). For accidents with recreational craft, the local police is responsible. In Switzerland, each of the 26 Cantons has his one police. Unfortunately, we do not have any numbers of this accidents and it will be difficult to ask all the 26 Cantonal Police offices for their statistics’

⁵³ Comment German Referat Internationale Binnenschifffahrtspolitik, Sicherheit und Umweltschutz in der Binnenschifffahrt, Sportschifffahrt: “There is no significant register of accident figures in the sports and leisure sector in Germany. In Germany, a large proportion of recreational shipping also takes place on inland waterways. However, we do not have any specific accident figures for this. There are data on reports of misconduct, but these alone do not show all possible accidents. Consequently, mentioning any data is rather misleading and should be avoided.”

Table 14: Cross-table with the number accidents and the adoption of ICC resolution No. 40 and the requirement of mandatory licence (NA= Not available data)

Member State + Switzerland, Norway, UK	ICC No. 40 adoption	Requirement of a licence to sail in most of waterways	Accidents 5-year average	Accidents per 10,000 boats
Austria	Y	Y	18	3,16
Belgium	Y	Y	43	21,75
Bulgaria	Y	NA	NA	-
Croatia	N	Y	81*	7,88
Cyprus	N	Y	6**	7,49
Czech Republic	Y	Y	23**	3,48
Denmark	N	Y	0	0,01
Estonia	N	Y	12	3,28
Finland	Y	N	38	0,03
France	N	Y	26	0,23
Germany	Y	Y	NA	-
Greece	N	Y	5	1,68
Hungary	Y	Y	22	1,56
Ireland	Y	N	3	2,67
Italy	N	Y	244	30,85
Latvia	Y	Y	3	1,79
Lithuania	Y	Y	4	2,54
Luxembourg	Y	Y	17	107,58
Malta	N	Y	473*	1473,15
Netherlands	Y	N	78*	1,54
Poland	N	Y	6	0,60
Portugal	N	Y	68	34,89
Romania	N	Y	NA	-
Slovakia	Y	Y	12	3,10
Slovenia	N	Y	NA	-
Spain	N	Y	4	0,46
Sweden	Y	N	20	0,27
Norway	Y	Y	788*	9,68
Switzerland	Y	Y	NA	-
UK	Y	N	43	0,75

Source: Panteia, based on national Authorities annual reports (2018-2022) & Eurostat

Looking into the available accident data presented in Table 13, it has become evident that there is no clear relationship between the implementation of ICC Resolution or the existence of an obligatory licensing system and the incidence of maritime accidents. The data analysed does not reveal any discernible trends, suggesting that the presence of such regulations may not significantly influence accident rates across different countries.

Furthermore, the inconsistent nature of accident reporting poses a challenge in drawing reliable conclusions from the findings. Variations in reporting standards and practices can lead to discrepancies that obscure the true nature of the relationship between regulatory frameworks and safety outcomes.

Main findings:

As there is no obligation for the EU Member States for the harmonised reporting of all accidents involving recreational boats, the lack of data and the unique way that each country reports on the recreational boat data make it difficult to get a realistic picture for the sector. For example, the German public authorities stated that the available datasets are not including all types of accidents or all types of waters and can be rather misleading, therefore they should not be considered as proof of evidence. In Sweden, accident data is disaggregated according to the type of boat, while for example, in Malta, there is no differentiation per type of boat in the accident's statistics. As a result, the number of accidents per 10,000 boats in Malta is significantly higher than in Sweden, which cannot be attributed to the regulatory framework. Or Italy has a quite high number of accidents which again cannot be credited to better safety.

Determining the precise percentage of boating accidents attributable to incompetent sailing poses challenges due to varying reporting methods, accident classifications, and the subjective nature of defining "incompetent sailing."

Nevertheless, inadequate skills in boat operation undoubtedly contribute to boating accidents⁵⁴.

Factors linked to incompetent sailing encompass:

- **Poor Decision Making:** Incompetent sailors may exhibit reckless behaviour, such as speeding in hazardous conditions or disregarding navigational markers, increasing the likelihood of accidents.
- **Lack of Awareness:** Novice sailors may overlook potential water hazards like submerged obstacles or changing currents, culminating in collisions or groundings.
- **Lack of Proper Training:** Safe boating necessitates understanding navigation rules, weather conditions, and vessel handling. Inexperienced operators lacking these skills heighten accident risks.
- **Overestimation of Skills:** Some boaters may overestimate their abilities, engaging in risky manoeuvres or venturing into challenging conditions beyond their proficiency level.

However, while it appears to be common sense, there is not enough data to statistically support the conclusion that introducing a requirement for a skipper's licence certificate will result in a lower number of accidents.

⁵⁴ United States Coastguard, (2006). 'Recent Research on Recreational Boating Accidents and the Contribution of Boating Under the Influence'. https://www.uscgboating.org/library/bui-study/BUI_Study_Final.pdf

7. Task 6 - Stakeholder Consultation

This chapter summarises the consultation process conducted with key stakeholders for the study on mutual recognition of recreational boating licences across EU Member States. The primary goal of this consultation was to gather feedback on current licensing challenges and evaluate the two different active policy alternatives. Specifically, three policy alternatives were investigated:

1. **Policy Alternative 1:** Do nothing scenario.
2. **Policy Alternative 2:** Mutual acceptance of the ICC certificate (as per UNECE Resolution No 40) per country
2. **Policy Alternative 3:** Regulation to harmonise the rules in all Member States.

The consultation aimed to:

1. Provide input to analyse the current situation and identify which are the most important challenges faced by all types of stakeholders with the current regulatory framework.
2. Gather the opinion from the various stakeholder types on what type of policy intervention they would find more effective in solving their problems with the current system.
3. Gather information to cover the data gaps encountered during the desk research.
4. Validate findings of the desk research.
5. Engage stakeholders in order to disseminate the results of the study and gather support for the possible introduction of a harmonised licencing system.

Stakeholder engagement methods

To ensure comprehensive input, the consultation utilised three main engagement methods:

- **Questionnaire Surveys:** A structured survey was distributed to each stakeholder group, gathering information on experiences with current regulations, specific challenges, and preferences for policy interventions. The surveys were tailored to each group— public authorities, user, and industry organisations, UNECE, industry stakeholders, and users/skippers—enabling targeted data collection aligned with each group's unique roles and experiences in the boating sector. The questionnaires were uploaded on the EU Survey website and distributed electronically. It should be noted here that we requested from the European Boating Industry (EBI) and the European Boating Association (EBA) to distribute the questionnaire to their members. In an aim to increase the replies for the industry and the skipper's questionnaire a condensed version of the survey was created by simplifying some of the questions. EBI and EBA asked their members to reply in two waves, one between April and May 2024 and then during the summer of 2024. The following number of replies were collected: 1) 14 from national authorities, 2) 9 from NGOs and UNECE, 3) 112 (80 long/ 32 short) industry questionnaires, 4) 1979 from users/ skippers (1196 long/ 793 short).
- **Interviews:** Follow-up interviews provided additional insights, allowing stakeholders to elaborate on survey responses. This qualitative approach helped validate the survey findings and provided nuanced perspectives on specific regulatory and policy concerns.
- **Workshop:** A workshop held in Brussels on April 18, 2024, provided an interactive platform for in-person and online participants to discuss challenges and policy alternatives in depth. Participants included representatives from EU Member States, industry groups, boating associations, the

European Commission and the UNECE. The workshop encouraged active dialogue on the proposed policy options and identified challenges faced by the stakeholder due to the current regulatory framework.

Regarding the representativeness of the sample, a geographic bias was observed. The majority of responses came from Western and Southern Europe, likely reflecting these regions' higher concentration of boat owners. However, this resulted in underrepresentation of Nordic countries, despite their high per capita boat ownership rates. Via EBI and EBA it was requested to disseminate further the questionnaire to their members in order to increase the sample.

When needed, an effort was made via interviews of public authorities to verify questionnaire findings. The survey relied on voluntary participation, which may have introduced a self-selection bias, with respondents more likely to be individuals or groups well engaged with boating sector.

Each stakeholder group contributed insights relevant to their specific roles in the recreational boating sector:

- **Public Authorities:** Focused on regulatory enforcement, data verification, and perspectives on policy impacts.
- **UNECE and NGOs:** Shared experiences on behalf of member entities and provided input on ICC implementation challenges and benefits.
- **Industry Stakeholders:** Offered perspectives on how current regulatory inconsistencies affect business operations, including rentals, certifications, and compliance costs.
- **Users/Skippers:** Provided first-hand accounts of licensing challenges faced by them when operating their boat or renting a not internationally.

Each stakeholder group's input contributed to a view of the challenges and provided a basis for comparing the three policy options.

Workshop Findings

The workshop provided valuable insights into the key issues with the current regulatory framework and the potential benefits of mutual licence recognition. Stakeholders identified several major obstacles in the existing system for recreational boating across EU borders:

- **Regulatory Variability and Fragmentation:** A significant finding was the inconsistent nature of boating licence requirements across Member States. Different countries enforce varying rules for boating qualifications, training standards, licence validity periods, and cross-border recognition. These discrepancies hinder boaters' ability to operate vessels in multiple EU countries, leading to compliance challenges and unintentional regulatory violations.
- **Barriers to Cross-Border Boating Activities:** Many recreational boaters encounter difficulties when attempting to use their national licences in other EU countries, especially when different regulations are applied to chartered boats or varying residency requirements are enforced. This lack of recognition restricts boaters' freedom to explore different EU waters, limiting tourism and the economic potential of the boating sector.
- **Support for ICC as a Preferred Solution:** Stakeholders largely agreed that mutual recognition of the ICC certificate represents a practical solution to reduce these barriers. The ICC is already accepted by some countries as a standard for recreational boating competence and could be adopted more widely to facilitate cross-border recognition of boating licences.

The workshop participants also discussed the three proposed active policy options, and their opinions are summarised below:

Policy option 1 – Do nothing scenario. The current situation presents challenges and obstacles for users; therefore, the majority of the workshop participants agreed that a new solution is necessary.

Policy option 2 - Mutual Acceptance of the ICC: This option was widely supported by stakeholders, who saw it as a feasible solution to current licensing challenges. By providing a common baseline for licensing, the ICC could address the need for a simple and recognisable licence standard across EU Member States. Participants agreed that while the ICC alone may not resolve all regulatory inconsistencies, it offers a fundamental standard that Member States can build upon while maintaining national regulatory flexibility. However, to maximise the effectiveness of ICC implementation, stakeholders recommended that Member States ensure consistent training and certification quality. Stakeholders emphasised the importance of promoting ICC adoption across Member States through educational campaigns, increasing awareness, and ensuring broad support for the ICC among industry and government entities. Establishing a legal foundation for the ICC's recognition within the EU was deemed essential to provide regulatory certainty and reduce discrepancies in licensing standards.

Policy option 3 - Common EU Framework: Some participants considered harmonising boating regulations across the EU the better option. However, this option was seen as politically challenging and complex to implement. Harmonisation would require extensive coordination between Member States to standardise licensing requirements, training standards, and enforcement practices.

Survey Results by Stakeholder Group

The surveys provided additional insights into each group's specific perspectives and concerns regarding recreational boating licences. These findings are summarised below by stakeholder category:

- **Users/Skippers:** Respondents reported experiencing complications due to the complexity and lack of reciprocity in current licensing systems. Many respondents expressed frustration over having to obtain additional licences to operate in other EU Member States. Lack of clarity on which type of licence is required by each country was mentioned by the respondents. Many users/Skippers supported the adoption of the ICC as a practical solution to mutual recognition. This would allow boaters to use a single, EU-wide recognised licence and alleviate the need for multiple national licences.
- **Industry Stakeholders:** For businesses in the boating sector, inconsistencies in licensing across Member States result in operational and financial challenges. Industry respondents highlighted that current regulatory fragmentation limits cross-border rentals, increases operational costs, and complicates training and certification processes. Marinas and chartering companies mentioned losing part of their business because their clients had a licence which could not be accepted or were not aware of certain rules that applied in their situation. Industry stakeholders stressed the importance of consistent training standards for ICC holders, noting that liability issues may arise if discrepancies in skill and competency levels persist across Member States.
- **User, industry, and NGOs, UNECE⁵⁵:** expressed cautious optimism about the ICC's potential but also raised concerns regarding enforcement and consistency. Users and industry organisations recommended the ICC as a baseline standard for Member States. They suggested that this would facilitate smoother interactions between countries while respecting each nation's regulatory framework. This stakeholder category emphasised that the EU should provide clear guidelines to maintain quality control across ICC certifications. This would help standardise training and testing procedures, increasing trust in the ICC's effectiveness.

⁵⁵ The UN ECE and industry and user organisations (EBI etc.) were sent the same questionnaire.

- **National Authorities:** while some authorities supported a fully harmonised EU licence, others emphasised the need to retain specific national standards tailored to local conditions. The ones that favoured the ICC saw it as a way to reduce administrative burdens and facilitate cross-border boating without necessitating full regulatory alignment. However, some were concerned about adapting their existing regulations to incorporate ICC standards. The same had concerns about increased bureaucratic burden and procedures due to the implementation of a common EU licensing framework. Public authorities stressed that the ICC's success would depend on consistent enforcement and training standards across Member States. Ensuring all countries adhere to similar levels of competency would be essential for the ICC to gain acceptance as a recognised standard.

Interview Insights

The interviews reinforced key findings from the surveys and provided additional perspectives on specific regulatory issues faced by each group. Interviewees frequently cited the challenges of navigating varying licensing requirements across Member States, including both skippers and industry representatives. Many stakeholders expressed a strong preference for mutual recognition through the ICC, which they saw as a practical solution to streamline licensing across EU borders. Public authorities stressed that the ICC's success would depend on consistent enforcement and training standards across Member States. Ensuring all countries adhere to similar levels of competency would be essential for the ICC to gain acceptance as a recognised standard.

Main findings and conclusion of the stakeholder consultation

One of the primary conclusions of the different stakeholder consultation activities described above was the need for greater harmonisation of recreational boating licences across the EU. Currently, the regulations governing boating licences vary significantly between Member States, creating bureaucratic obstacles and confusion. These fragmented systems hinder both the free movement of individuals and the growth of the recreational boating industry. For example, boaters are often required to renew or revalidate their licences when crossing borders, and in some cases, licences from one country are not recognised in another. This inconsistency not only discourages cross-border boating activities but also has safety implications, as skippers may be less familiar with the regulations and licensing requirements of other countries. The lack of a unified licensing framework also limits the potential economic benefits of the recreational boating sector, which contributes to tourism and leisure across the EU. The introduction of a harmonised system would encourage more seamless cross-border boating, promoting both the sector's growth and the mobility of EU citizens.

- **The ICC Resolution No 40.** The stakeholder consultation identified the ICC as a promising tool for addressing the current licensing issues. The ICC, as outlined in the UNECE Resolution 40, offers a baseline standard that could facilitate mutual recognition of boating licences across Member States. Stakeholders agreed that the ICC has the potential to simplify the licensing process and reduce bureaucratic barriers, making it easier for boaters to navigate in different countries. However, the consultation also highlighted concerns about the variability in training and certification standards across countries that issue the ICC. To ensure that the ICC is an effective tool for harmonisation, it is crucial that all Member States adhere to consistent standards for training and certification. Without such consistency, the ICC's effectiveness in promoting safety and simplifying procedures could be undermined. Stakeholders recommended that the European Commission take steps to improve the quality control of ICC standards, ensuring that all countries maintain the same level of requirements for issuing the certificate.
- **Safety and Fraud Prevention.** A harmonised licensing system would also have important safety implications. Currently, the lack of clear and consistent rules across Member States creates confusion about the qualifications and responsibilities of boat operators, potentially leading

to unsafe boating practices. By introducing a common framework for recognising licences, the EU could enhance safety standards, ensuring that all skippers meet the same minimum requirements. In addition, harmonisation could help address issues of licence fraud. Several stakeholders raised concerns about fraudulent licences in the current system, which allows unqualified individuals to operate boats without proper certification. A unified system, possibly incorporating digital systems, could reduce the risk of fraud and improve enforcement, ensuring that only qualified individuals are granted licences.

- **Stakeholder Support and Involvement.** The success of any future policy will depend on continued stakeholder engagement and support. The consultation process highlighted the importance of involving a wide range of stakeholders, including national authorities, international organisations, industry representatives, and recreational boaters. This broad engagement helped to ensure that the perspectives and needs of all parties were considered, increasing the likelihood of achieving a workable and widely accepted solution.

In conclusion, the stakeholder consultation found that the mutual recognition of boating licences, based on the ICC, offers the most viable path forward for improving the current system. This approach would streamline licensing procedures, promote the free movement of individuals and vessels, and enhance safety across the EU's waterways. However, the successful implementation of such a policy will require careful attention to training and certification standards, as well as ongoing stakeholder engagement and public outreach. By addressing the current fragmentation and promoting a more integrated approach, the EU can create a more accessible, safe, and economically vibrant recreational boating environment, benefiting both skippers and the boating industry.

8. Task 7 - Overview of Economic and Safety Consequences of the Current Situation

This task develops a baseline scenario that identifies the size of the industry and the number of people who are affected by the implementation of a licensing system. This analysis is based on the inputs from the preceding chapters where we aim to identify the economic and safety consequences of the current situation. In this task, an overview of the baseline scenario is provided by applying the input of Task 1 on how the number of boats will develop towards 2050. Further to this, a description is provided regarding the number of licenced users, the number of international trips with recreational crafts and the number of accidents with recreational boats.

In particular, the current situation is described around the following aspects:

- The current number of boat users with licences per EU Member State.
- The quantity of international travellers with private boats, the number of boat rentals (per country-to-country combination), and the number of relocations, thus highlighting the inconvenience experienced by EU citizens because of existing inefficiencies. This inconvenience is described by the number of users experiencing difficulties due to the current regulatory framework.
- The quantity of accidents involving recreational boats, expressed in the number of accidents.
- The development of the number of boats per EU Member State until 2050 calculated based on population trends⁵⁶and the results of the questionnaire surveys.

8.1 Number of licenced users

Precise figures for recreational craft licences issued in 2022 across the EU, Norway, UK, and Switzerland are difficult to come across, mostly due to decentralised data collection. To deal with this problem, two information sources were combined: 1) Data on the number of licences and 2) Data based on the replies to the user questionnaires during the public consultation in Task 6. Table 15 summarizes the findings based on the questionnaire survey replies.

⁵⁶ Panteia, 2021. Review study on the Recreational Craft Directive 2013/53/EU https://single-market-economy.ec.europa.eu/document/download/cb8bfec9-ea25-4d9c-ab7b-72dbf2f95fab_en?filename=Final%20Report%20Review%20Study%20on%20the%20Recreational%20Craft%20Directive%202013%2053%20EU.pdf

Table 15 Number of licenced users, numbers of user travelling abroad and number of licenced users that sailed abroad based on the questionnaire replies.

Country of residence	Nr of respondents	Nr of respondents that have a boat /percentage out of total	Nr of respondents that have a licence	Nr of respondents that have travelled abroad	Nr of respondents that have rented a boat (country of residence or abroad)
Austria	28	9	28	7	27
Belgium	58	48	58	41	51
Bulgaria	0	0	0	0	0
Croatia	9	8	9	2	7
Cyprus	0	0	0	0	0
Czechia	2	1	2	1	2
Denmark	4	3	3	3	3
Estonia	1	1	1	1	1
Finland	4	4	4	3	3
France	207	158	169	73	129
Germany	324	190	313	140	323
Greece	9	9	8	4	8
Hungary	2	1	2	0	1
Ireland	14	13	11	8	12
Italy	37	22	33	15	30
Latvia	9	8	8	5	9
Lithuania	0	0	0	0	0
Luxembourg	3	1	3	1	3
Malta	0	0	0	0	0
Netherlands	612	562	553	302	605
Poland	0	0	0	0	0

Country of residence	Nr of respondents	Nr of respondents that have a boat /percentage out of total	Nr of respondents that have a licence	Nr of respondents that have travelled abroad	Nr of respondents that have rented a boat (country of residence or abroad)
Portugal	17	11	17	8	19
Romania	1	1	1	1	1
Slovakia	2	1	1	0	1
Slovenia	1	0	1	0	1
Spain	107	94	106	21	107
Sweden	5	5	5	3	5
Norway, Switzerland, and UK	519	410	494	410	396

The table above provides a snapshot of the boating habits and licencing trends of the users who participated in the consultation. The results of the survey show high boat ownership in the Netherlands, where 92% of the respondents’ own boats, in France 76% own boats and in Germany 58%. All respondents in Austria, Czechia, Latvia, and Sweden reported owning boats, however, the sample is very low in these countries to draw safe conclusions. Regarding licences in the Netherlands, 90% had a licence, in Germany 97% and in France 82%. In addition, in the Netherlands, 99% of the respondents have rented a boat, the same percentage as in Germany, while all of the respondents in Spain have rented boats. Another important observation is the high number of people that have travelled abroad in Netherlands, Germany, and France. The licence holders who operate a recreational boat abroad are the ones that could probably face a problem when using their licence abroad. While respondents from major boating nations frequently travel abroad (such as Netherlands, Germany, and Spain), this is less common in smaller or less boating-intensive countries.

Table 16 Number of licences as reported by Member State.

Country	Number of boats	Nr of licences
Belgium	30.000	180.000
France	1.134.438	111.984
Germany	480.000	1.000.000
Italy	472.713	71291
Spain	200.00	74.000 issued in 2023

The questionnaire survey was completed by a high percentage of licensed citizens. It was distributed through channels targeting boating enthusiasts, which meant that occasional or seasonal boaters—those who casually rent boats or participate in boating activities—were not well represented. Since these boaters are typically not affiliated with boating organizations, their opinions and experiences could not be directly captured. However, insights from user and industry organizations interviewed still provide some reflection on their experiences. The survey results indicate that 10% of licensed users encountered issues with license recognition. However, we were unable to determine the exact number of licenses issued across the Member States.

Percentage of users who boat abroad (rent and own boat).

Survey respondents who were boat owners listed the countries where they had sailed each of their boats (up to four; only one respondent listed this many). This data, shown in Table 16 aggregated and presented in the ANNEX VI reveals that a significant proportion (56,9%) of respondents regularly boat internationally. Countries with insufficient responses (indicated in red) prevent definitive conclusions. This high rate of international travel highlights the importance of ensuring consistent licence recognition across the EU.

Table 17 Percentage of boaters who sail internationally (with red colour the countries with no or very limited replies)

Country of residence of boat owner	Sailing internationally	Domestic sailing	Domestic as percentage of total
Austria	30	8	27%
Belgium	97	29	30%
Bulgaria	7	2	29%
Croatia	0	0	0%
Cyprus	1	1	100%
Czech Republic	0	0	0%
Denmark	0	0	0%
Estonia	0	0	0%
Finland	14	5	36%
France	36	14	39%
Germany	680	293	43%
Greece	1	1	100%
Hungary	1	1	100%
Ireland	54	12	22%
Italy	66	27	41%
Latvia	22	9	41%

Country of residence of boat owner	Sailing internationally	Domestic sailing	Domestic as percentage of total
Lithuania	0	0	0%
Luxemburg	5	1	20%
Malta	0	0	0%
Netherlands	2097	740	35%
Poland	2	0	0%
Portugal	14	10	71%
Romania	0	0	0%
Slovakia	2	0	0%
Slovenia	1	1	100%
Spain	105	80	76%
Sweden	22	3	14%
Norway	2	0	0%
Switzerland	0	0	0%
United Kingdom	142	142	100%
Total EU 27			43,1% and 56,9% boat internationally

The table below illustrates the percentage of boaters who rent boats outside their country of residence. Over half of these individuals engage in international boat rentals, underscoring the potential challenges related to licence recognition when renting abroad. Countries marked in red indicate limited data availability, and these countries have been excluded from the calculation of the total percentage.

Table 18 Percentage of users who have rented a boat abroad (with red colour the countries with no or very limited replies)

Member States	No	Yes	Total	% rented a boat
Austria	4	18	23	78%
Belgium	7	16	23	70%
Croatia	1		1	0%
Czech Republic	0	1	1	100%
Finland	2	2	4	50%
France	5	7	15	47%
Germany	57	239	316	76%
Greece	0	1	1	100%
Hungary	0	1	1	100%
Ireland	4	9	13	69%
Italy	8	19	30	63%
Latvia	3	4	7	57%
Luxembourg	0	2	2	100%
Netherlands	241	314	623	50%
Portugal	2	6	10	60%
Slovakia	0	1	1	100%
Slovenia	1	0	1	0%
Spain	30	27	75	36%
Sweden	1	1	2	50%
United Kingdom	12	29	43	67%
Grand Total	378	697	1192	58%

In conclusion, almost 60% of the respondents either sailed their own boat abroad or rented boats outside of their own Member State. In this context it should be noted that the replies to the questionnaire also highlighted that about 10% of the boat users doing so have faced issues regarding the acceptance of their licence abroad.

8.2 Number of accidents

In the questionnaire surveys, respondents could indicate if they were ever involved in an accident. It can be observed that 40% of the total accidents took place during the last five years. From the number of respondents, approximately 10% were involved in an accident during the last five years.

Table 19 Involvement in an accident based on the questionnaire replies (NA = No data available)

Country	Nr of respondents	Number of respondents involved in an accident	Number of respondents involved in an accident the last 5 years	Total Number of respondents
Austria	19	4	3	23
Belgium	21	2	1	23
Croatia	NA	1	1	1
Czech Republic	1	NA	NA	1
Finland	4	NA	NA	4
France	14	1	0	15
Germany	284	32	21	316
Greece	1	NA	NA	1
Hungary	1	NA	NA	1
Ireland	11	2	0	13
Italy	25	5	2	30
Latvia	6	1	1	7
Luxembourg	1	1	0	2
Netherlands	567	56	21	623
Portugal	9	1	0	10
Slovakia	1	NA	NA	1
Slovenia	1	NA	NA	1
Spain	70	5	3	75
Sweden	1	1	1	2
UK	40	3	2	43
Grand Total	1077	115	56	1192

This coincides to a large extent with what was found from the desk research in in relation to accident rates carried out in the context of Task 5 (Chapter 6) (see table below).

Table 20 Number of accidents calculated from the desk research (NA= No data available).

Member State + Switzerland, Norway, UK	ICC No. 40 adoption	Requirement of a licence to sail in most of waterways	Accidents 5-year average	Accidents per 10,000 boats
Austria	Y	Y	18	3,16
Belgium	Y	Y	43	21,75
Bulgaria	Y	NA	NA	-
Croatia	N	Y	81*	7,88
Cyprus	N	Y	6**	7,49
Czech Republic	Y	Y	23**	3,48
Denmark	N	Y	0	0,01
Estonia	N	Y	12	3,28
Finland	Y	N	38	0,03
France	N	Y	26	0,23
Germany	Y	Y	NA	-
Greece	N	Y	5	1,68
Hungary	Y	Y	22	1,56
Ireland	Y	N	3	2,67
Italy	N	Y	244	30,85
Latvia	Y	Y	3	1,79
Lithuania	Y	Y	4	2,54
Luxembourg	Y	Y	17	107,58
Malta	N	Y	473*	1473,15
Netherlands	Y	N	78*	1,54
Poland	N	Y	6	0,60
Portugal	N	Y	68	34,89
Romania	N	Y	NA	-
Slovakia	Y	Y	12	3,10
Slovenia	N	Y	NA	-
Spain	N	Y	4	0,46
Sweden	Y	N	20	0,27
Norway	Y	Y	788*	9,68
Switzerland	Y	Y	NA	-
UK	Y	N	43	0,75

Similar to the findings of Task 5, the replies to the questionnaire do not allow us to draw conclusions on the relationship between the existence of a mandatory licence system and the number of accidents.

8.3 Development of the number of boats per EU Member State.

The data on the evolution of the European recreational boating sector towards 2050 on the basis of the current status quo in licensing is aligned with the calculations made during the Review Study of the Recreational Craft Directive (Panteia, 2021).

The growth of recreational vessel ownership in the EU from 2022 to 2050 is set to undergo some changes, influenced by market demands, technological advancements, regulatory measures, and shifts

in consumer behaviour⁵⁷. During this period, the boating industry is expected to evolve significantly, driven by changes in vessel ownership models, increased environmental awareness, and the adoption of new types of vessels. Despite minor fluctuations, the recreational vessel market in Europe is anticipated to remain robust, underpinned by its long-standing maritime tradition and the region's growing emphasis on water-based leisure activities.

The size of the European recreational vessel fleet is projected to see a small increase in the near future, eventually stabilising and then slightly decreasing toward 2050. This trend is closely aligned with population growth patterns across the EU, which serve as a primary indicator for fleet expansion. The fleet's size remains relatively constant when viewed over the 20-year timeline, reflecting market maturity, evolving consumer preferences, and the gradual retirement of older vessels.

The analysis is based on the data presented in the recreational boats report and, in the desk, research conducted in Task 1. Having all the above observations in mind, projections are being made for the years 2040 and 2050, based mostly on the population evolution. The assumption is made that the fleet distribution between motor and sailboats will remain the same. The calculations are presented in ANNEX VI and the projections of the total numbers in Table 14.

The graph below presents the development of the number of boats in the EU. A slight increase of 4% is observed until 2030 and the number remains stable. In total it is expected that by 2050 there will be 5.919.620 boats in the EU.

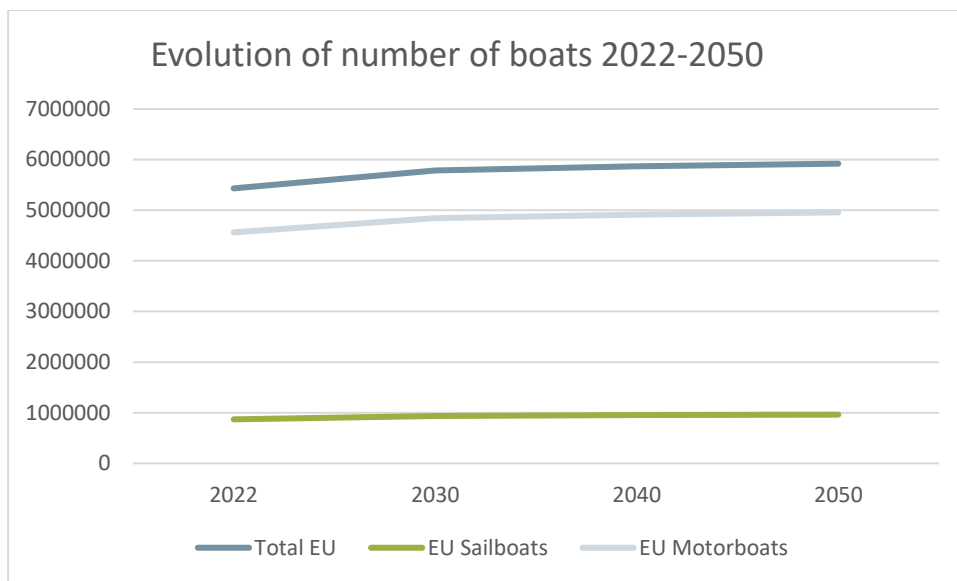


Figure 12 Evolution of number of recreational boats in the EU by 2050.

⁵⁷ ICOMIA, 2022. Recreational Boating Industry Statistics.

Table 21 Development of number of recreational vessels (motorboats and sailboats) until 2050.

Country	2022	2030	2040	2050
Austria	57683	59701	61259	62297
Belgium	30000	20458	21126	21420
Bulgaria	34815	32030	29593	27678
Croatia	16482	96736	91920	87309
Cyprus	8348	9075	9617	10026
Czech Republic	65530	67365	68807	69986
Denmark	159598	138859	143038	146274
Estonia	36641	36788	36934	37007
Finland	735956	1159811	1180258	1195026
France	1134438	1170740	1200235	1213849
Germany	480000	482400	483840	485760
Greece	190136	183101	177777	174545
Hungary	138341	135436	132531	130041
Ireland	10500	11529	12390	13125
Italy	472713	473047	461888	451214
Latvia	15675	14343	13449	12775
Lithuania	20539	13621	12573	12004
Luxemburg	1580	1786	1960	2133
Malta	3207	3608	3865	4122
Netherlands	503000	524629	542234	551288
Poland	105859	100354	94744	89980
Portugal	19488	18923	18456	18105
Romania	110699	102397	97415	93541
Slovakia	37619	37995	38183	38371
Slovenia	13134	13226	13278	13344
Spain	165435	92434	92984	93351
Sweden	864200	784020	828550	865050
Norway	814000	866910	899470	932030
Switzerland	97441	54625	57058	59026
UK	620529	644109	662725	673274
Total	6963587	7350054	7488156	7583950
Total EU	5431617	5784410	5868903	5919620
EU Sailboats	869059	938231	953253	961861
EU Motorboats	4562558	4846179	4915650	4957759

Main findings

The key findings of the baseline scenario are summarised below:

- **International Boating:** A substantial percentage (56,9 % for boat owners and 58% for boat renters) of respondents reported sailing internationally, highlighting the need for a harmonised system.
- **Safety Concerns:** The study found no strong correlation between stricter licensing systems and lower accident rates due to inconsistent accident reporting across countries. The questionnaire surveys also did not provide any substantial evidence that the lack of obligatory licences in a country can lead to a higher number of accidents.

- **Projected Boat Growth:** The EU recreational boating fleet is projected to see a small increase of 4% by 2050, largely mirroring population trends. However, significant shifts are anticipated toward non-ownership models (rentals, sharing) and smaller vessels.

9. Task 8 – Overview of Economic and Safety Consequences of a Mutual ICC Acceptance and Possible Alternatives

The previous chapter analysed the baseline scenario regarding the size of the sector (fleet size and rentals), the number of licenced users that would potentially be affected by the implementation of a European licensing policy and the number of accidents. For this task, two active policy options are being compared to the “do nothing” scenario:

1. **Do nothing scenario:** The European Commission does not interfere, and the situation remains as it is now. The analysis of the alternatives that will follow is compared with the do nothing alternative.
2. **Mutual acceptance of the ICC certificate by all EU Member States:** All Member States recognise and accept licences of other countries that are issued in accordance with Resolution No. 40 of the UNECE.
3. **New regulation to harmonise the rules in all EU Member States:** The EC takes one step forward and harmonises the legislation of all Member States, so all licences are issued following the same curriculum (testing and theoretical and practical lessons) and specifications (age, boat type, waters, duration, and medical testing)

Based the previous analysis, the benefits, and drawbacks of each alternative for each stakeholder category will be provided along with a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis for each option. The last section provides a comparison between the two options for each stakeholder category.

9.1 Analysis of the Policy Option 1- Do nothing scenario.

In the ‘do nothing’ scenario, the current regulatory framework remains in place. The current framework for recreational boating within the European Union is characterised by significant variability and fragmentation, posing challenges for both boaters and policymakers. As seen in the previous chapters, Member States enforce different requirements for boating qualifications, training standards, licence validity periods, and cross-border recognition. These inconsistencies create obstacles for boaters seeking to navigate multiple EU countries, often resulting in compliance difficulties and unintentional violations of regulations. The lack of uniformity undermines the seamless mobility envisioned under the EU’s principles of free movement and hinders the development of a truly integrated maritime tourism sector.

One of the key issues lies in the barriers to cross-border boating activities. Boaters frequently encounter difficulties using their national licences in other EU Member States, as different regulations are often applied to chartered boats, or residency requirements may differ. In addition, boaters are often unaware of which licencing requirements are in place. This lack of mutual recognition not only restricts the ability of boaters to explore diverse EU waters, but also limits the potential for economic growth in the recreational boating and tourism sectors. The situation is further complicated by varying rules for different types of water areas, such as inland versus coastal waters, and differing requirements for vessel categories. The recognition of foreign licences is often unclear. This uncertainty leaves vessel owners and potential renters unsure whether their licences will be accepted, with decisions frequently left to the discretion of harbour masters, charter companies, or insurance providers. Additionally, the interpretation of applicable rules by law enforcement, such as coast guards or water police, varies across jurisdictions, exacerbating confusion.

A common international standard that is in place is the ICC Resolution 40 of the UNECE. The ICC is already recognised in some Member States as a standard for demonstrating recreational boating competence and could serve as a basis for harmonising regulations across the EU. Its adoption on a

wider scale could potentially reduce administrative burdens, enhance clarity for boaters, and promote greater cross-border recognition of licences. However, as it is a recommendation and not a regulatory act, Member States are free to implement as they find it convenient, sometimes not totally following the content of the UNECE Resolution. Mediterranean countries with a lot of coastal waters and France do not find that ICC requirements cover the needs for people to sail in their waters.

Notably, three Member States—Ireland, Sweden, and Finland—do not have obligatory licensing systems in place. Despite this, they provide the option for individuals to acquire an ICC, demonstrating a willingness to support international standards for boating competence. This approach underscores the potential for broader ICC adoption as a harmonising measure, though it also highlights the fragmented nature of the current regulatory landscape.

The findings from the public consultation showed that those responding mainly to the industry and NGOs questionnaires confirmed that there is an issue regarding the recognition of licences. Respondents in particular agreed that there is no clear framework, that it is difficult to know which licence is recognised when sailing abroad (own boat or rental), and that there are long procedures to get the licence recognised.

The "do nothing" scenario perpetuates the fragmented regulatory landscape, undermining the EU's goals of free movement and an integrated maritime tourism sector. Harmonisation efforts are essential to address these challenges and create a cohesive framework that benefits boaters and supports economic growth across the EU. Standardising licensing requirements either by and promoting the ICC as a widely accepted standard or creating an EU harmonised legal framework could foster a more cohesive framework for recreational boating. While the ICC as such provides a potential pathway for standardisation, its voluntary nature and uneven implementation across Member States limit its effectiveness.

9.2 Assessing Policy Option 2- Analysis of the Mutual Acceptance of the ICC certificate by all EU Member States.

The mutual recognition of boating licences for recreational boat operators falls within the category of transport, a shared competence under Article 4(g) TFEU, considering that recreational navigation involves activities inherently linked to the mobility of individuals and vessels across borders. Considering the adoption of Directive 2006/126/EC on Driving Licences under Article 91 TFEU, which mandates the mutual recognition of national driving licences across the EU, the European Commission now faces a similar situation where mutual recognition of boating licences is necessary to facilitate cross-border navigation and mobility. This scenario looks at the potential adoption of a directive mandating the mutual recognition of the International Certificate of Competence (ICC) across the EU under the same legal basis.

Article 91 TFEU is interpreted to provide the legal basis for adopting such a directive through the ordinary legislative procedure. This interpretation is rooted in the premise that the EU seeks to establish common rules applicable to international transport. Recreational navigation, by its nature, often entails international travel to or from the territory of a Member State. These common rules, which would impose mutual recognition of the ICC and require transposition into national law, are considered to fall within the framework of a common transport policy. They address the harmonisation of cross-border recreational navigation and facilitate the mobility of recreational boat operators, thereby contributing to the efficient functioning of the EU's internal market.

In accordance with the ordinary legislative procedure, the European Parliament and the Council of the EU hold equal legislative powers in adopting a legal act proposed by the European Commission. The Commission submits the legislative proposal to both the Parliament and the Council, as well as to

national parliaments. At a subsequent stage, national parliaments are tasked with assessing whether the proposal respects the principle of subsidiarity under Article 5(3) TEU.

This subsidiarity assessment, referred to as the subsidiarity control mechanism, entails the drafting of opinions by national parliaments. These opinions either agree with the adoption of the EU legal act, asserting its compliance with the principle of subsidiarity, or reject the adoption, arguing that the objective can be better achieved at the national level. It is important to note that Member States in direct opposition to the adoption of an EU legal act mandating the mutual recognition of the ICC may invoke the yellow card procedure. Under this mechanism, if a sufficient number of national parliaments express objections, the Commission must review its proposal. However, given that the objective of facilitating cross-border activities of recreational boat operators is unlikely to be effectively achieved at the national level alone, the adoption of an EU-level directive appears to be the most viable approach.

Additionally, under Article 12 TFEU, the Union's institutions are required to promote good governance and ensure the participation of civil society. This obligation indirectly provides a legal basis for public consultations. In this regard, political dialogue plays a crucial role and is carried out through regular meetings between national parliaments and the European Commission, inter-parliamentary meetings, and other structured forums that foster collaboration and transparency in the legislative process.

Apart from the legal requirements for the development of policy options for the drawbacks and benefits for each stakeholder category are being analysed.

Public authorities

The potential impact of the policy option 2 from the perspective of public authorities was assessed. Table 22 assesses the potential consequences—both positive and negative- for each EU Member State. From the desk research and the public consultation two main benefits were identified for the public authorities:

1. **Free movement of people:** The development of this alternative will enable boat users from any country to sail freely across borders, whether using their own vessel or a rental. It will provide public authorities with a clear framework for licensing requirements, as all licences will adhere to the standards outlined in ICC Resolution 40. This will eliminate the need for authorities to assess licences on a case-by-case basis, offering greater clarity when a licence does not meet the sailing requirements of a particular country. Furthermore, public authorities will be better equipped to provide clear instructions and guidelines to both national users and international visitors navigating abroad. Overall, this initiative will significantly enhance the free movement of people by establishing a unified and transparent licensing system across Member States.
2. **Increased safety:** The mutual acceptance of the ICC will ensure that, where a licence is required, all users possess some type of licence that covers at least the minimum training requirements, and it can possibly increase safety in the waterways of each Member State.

However, the following potential drawbacks were identified:

1. **Additional administrative and enforcement costs:** The implementation of policy option one could lead into additional administrative and enforcement costs for the countries that do not recognise the ICC.
2. **Legal and Procedural challenges:** Public authorities will be asked to transpose the legal act into their national legislations resulting into additional legal challenges.

Table 22 presents the assessment of the above factors for each country. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "--" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 22 Effects of policy option 2 for public authorities

Member State	Free movement of people	Increased Safety	Administrative and enforcement costs	Legal and procedural challenges
Austria	(+)	(~)	(~)	(-)
Belgium	(+)	(~)	(~)	(-)
Bulgaria	(+)	(~)	(~)	(-)
Croatia	(+)	(~)	(-)	(- -)
Cyprus	(+)	(~)	(-)	(- -)
Czech Republic	(+)	(~)	(~)	(-)
Denmark	(+)	(~)	(-)	(- -)
Estonia	(+)	(~)	(-)	(- -)
Finland	(+)	(~)	(~)	(-)
France	(+)	(~)	(-)	(- -)
Germany	(+)	(~)	(~)	(-)
Greece	(+)	(~)	(-)	(- -)
Hungary	(+)	(~)	(~)	(-)
Ireland	(+)	(~)	(~)	(-)
Italy	(+)	(~)	(-)	(- -)
Latvia	(+)	(~)	(~)	(-)
Lithuania	(+)	(~)	(~)	(-)
Luxembourg	(+)	(~)	(~)	(-)
Malta	(+)	(~)	(-)	(- -)
Netherlands	(+)	(~)	(~)	(-)
Poland	(+)	(~)	(-)	(- -)
Portugal	(+)	(~)	(-)	(- -)
Romania	(+)	(~)	(~)	(-)
Slovakia	(+)	(~)	(~)	(-)
Slovenia	(+)	(~)	(-)	(- -)
Spain	(+)	(~)	(-)	(- -)
Sweden	(+)	(~)	(~)	(-)

The introduction of the ICC is expected to facilitate greater free movement of citizens across states in all countries. This stems from the expectation that, by establishing the ICC as a common standard for the sector, the challenges currently faced by international boaters will be significantly alleviated. This improvement is anticipated to have a broad, positive impact (+) across all Member State authorities.

Regarding the second criterion, which addresses the potential for increased safety through the implementation of one of the two active policy options, no significant changes in safety levels are expected with the adoption of the ICC. The study found no evidence to suggest that implementing the ICC would enhance safety. This outcome is largely attributed to the non-mandatory nature of the resolution, which permits countries to adopt it on a discretionary basis. As a result, implementation often deviates from the recommended guidelines, failing to ensure that all safety requirements are consistently met. It is expected that Member States that have already implemented the ICC will not incur any additional administrative costs. Conversely, countries that have not yet adopted the ICC—specifically Cyprus (CY), Denmark (DK), Estonia (EE), Malta (MT), Greece (GR), Portugal (PT), Slovenia (SL), Spain (ES), Poland (PL), and Sweden (SE)—will face additional administrative and enforcement

costs. However, these costs are not expected to be substantial, especially if existing national schemes can be aligned with the ICC. As such, these costs are noted with a single minus sign (-). This was further corroborated by the questionnaire surveys completed by public authorities in the countries that do not currently implement the ICC.

The imposition of mutual recognition through an EU legal act is not expected to result in significant administrative or financial burdens, particularly in countries that have already signed and recognise the ICC. These countries are already accustomed to recognising ICC certificates from foreign boat operators under existing practices, which would remain largely unchanged following the introduction of mandatory mutual recognition.

However, implementing mandatory mutual recognition through an EU legal act introduces certain procedural and legal challenges. If a directive is chosen as the legal instrument to mandate ICC recognition, it would require transposition into national law. This process would necessitate the adoption of additional national legislation to ensure alignment with the directive, potentially leading to delays and administrative complexities. The transposition process also carries the risk of non-compliance, where Member States may fail to fully or correctly implement the directive's requirements. Such non-compliance could result in infringement proceedings before the European Court of Justice (ECJ), potentially leading to penalties or corrective measures. This risk is particularly pronounced in countries that have not yet signed or implemented Resolution No. 40.

Overall, while the operational impact on non-licensing countries that already recognise the ICC may be minimal, the legal and administrative implications tied to the adoption and implementation of an EU legal act must be carefully managed to ensure smooth and uniform application across all Member States.

It is important to note that the mutual recognition of the ICC Certificate does not require the abandonment of national licences. Boat operators who wish to operate abroad would need to apply for an ICC Certificate as an additional, complementary certificate rather than a replacement for their national licence. This approach mirrors the model of the 2006/126/EC Driving Licences Directive, which established a system of mutual recognition across EU Member States while allowing each country to retain its own national driving licence.

Users

Table 23 identifies the potential benefits and drawbacks for the users if the Policy Option 1 is being implemented. The core concerns for boaters as expressed in the public consultation were around increased costs and bureaucratic complexity associated with obtaining or modifying licences. Specifically, the key effects on the users can be seen below.

1. **Additional costs and bureaucratic burden for obtaining an ICC:** In countries that have not implemented the ICC, the act will not require national licence holders to replace their existing licences with an ICC. However, if new EU legislation mandates only the mutual recognition of the ICC, while allowing Member States the flexibility to decide whether to require a licence, challenges may arise. Skippers residing in countries that currently do not recognise the ICC will be unable to obtain one, making it difficult for them to travel and operate boats abroad. This lack of access to the ICC in such countries would create barriers for international mobility and limit opportunities for cross-border navigation.
2. **Enhanced Clarity and Simplified International Procedures:** A mutual recognition of the ICC would eliminate the confusion surrounding licence requirements in different countries, significantly simplifying international boating especially for holders of ICC licences.

- Licence Recognition for skippers who relocate:** Depending on the national regulations skippers with ICCs might not be obliged to change their licence to local licences when relocating as their ICC will be further recognised.

Table 23 quantifies these benefits and drawbacks for each member state, providing a country-specific assessment of the overall user experience. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "--" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 23 Evaluations of policy option 2 for users

Member State	Increased costs and bureaucratic burden	Enhanced clarity and simplified international procedures	Improved licence recognition for skippers who relocate
Austria	(~)	(+)	(+)
Belgium	(~)	(+)	(+)
Bulgaria	(~)	(+)	(+)
Croatia	(-)	(-)	(-)
Cyprus	(-)	(-)	(-)
Czech Republic	(~)	(+)	(+)
Denmark	(-)	(-)	(-)
Estonia	(-)	(+)	(+)
Finland	(~)	(+)	(+)
France	(-)	(+)	(+)
Germany	(~)	(+)	(+)
Greece	(-)	(-)	(-)
Hungary	(~)	(+)	(+)
Ireland	(~)	(+)	(+)
Italy	(-)	(-)	(-)
Latvia	(~)	(+)	(+)
Lithuania	(~)	(+)	(+)
Luxemburg	(~)	(+)	(+)
Malta	(-)	(-)	(-)
Netherlands	(~)	(+)	(+)
Poland	(-)	(-)	(-)
Portugal	(-)	(-)	(-)
Romania	(~)	(+)	(+)
Slovakia	(~)	(+)	(+)
Slovenia	(-)	(-)	(-)
Spain	(-)	(-)	(-)
Sweden	(~)	(+)	(+)

Users holding licences from countries that have signed and implemented ICC Resolution 40 will experience different impacts compared to those from other countries. For boaters with licences from countries such as Belgium (BE), Germany (DE), Croatia (HR), Slovakia (SK), Romania (RO), Bulgaria (BG), Austria (AT), Lithuania (LT), Latvia (LV), Luxembourg (LU), the Czech Republic (CZ), and the Netherlands (NL), no additional administrative burdens or costs are anticipated, as they already possess ICC licences. Furthermore, when traveling abroad, these users will benefit from greater clarity regarding the rules for operating recreational craft. In cases of relocation, their licences will often remain valid

with minimal additional requirements (e.g., a change of address), which is considered advantageous and reflected as a positive outcome in the table.

In countries without mandatory licensing systems but where ICC recognition exists (e.g., FI, SE, and IE), boaters who wish to travel or relocate internationally can already obtain an ICC.

Conversely, in countries where the ICC is not integrated into the national licensing system (e.g., FR, IT, ES, GR, CY, SI, DK, PL, MT, ET, PT), boat operators wishing to travel abroad would need to apply for an ICC as an additional or complementary certification. However, users in these countries may face significant obstacles, as they cannot obtain an ICC domestically. This challenge is reflected as a negative outcome in the table.

Recommendation: If ICC recognition were to be promoted through an EU legal act, it should therefore encourage countries that have not signed or implemented ICC Resolution 40 to incorporate it into their national licensing systems, making it a viable option for their citizens.

Industry

Table 24 shows the effect of this policy option on the industry. From the perspective of the industry, the effects are translated into additional costs for the implementation of the policy and economic benefits from a potential growth of their business. It should be mentioned here that the Directive should mention that is obligatory to be applied in the industry and the public sector. The analysis is done on the basis of the following industry types: 1) boating schools, 2) companies constructing yachts, 3) ports and marinas, 4) insurance companies and 5) rental companies.

Table 24 qualifies these effects for every industry type. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "- -" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 24 Effects of policy option 2 for industry

Type of industry	Cost for implementation	Increase in business
Schools	(-)	(++)
Construction of yachts	(~)	(+)
Ports and marinas	(~)	(+)
Insurance companies	(~)	(+)
Rental companies	(~)	(++)

The implementation of an ICC will require curriculum adjustments or the development of new curricula for boating schools in countries that do not currently offer ICC certification (FR, IT, ES, GR, CY, HR, SL, DK, PL, MT, ET, PT). For other countries, no changes are anticipated, which is why only one negative sign is reflected. However, if the ICC becomes a common standard across all Member States, accompanied by clearer guidelines and possibly a promotional campaign, this could encourage more countries to sign Resolution 40, enabling their citizens to obtain ICC certification. Additionally, more boaters would be encouraged to apply for ICC licences, generating increased business for boating schools—reflected as a double positive sign.

Shipyards, currently unaffected by the fragmented licensing system, are not expected to incur additional costs. However, growth in related industries such as boating schools and rental companies could indirectly stimulate increased demand for new vessels. Similarly, the growth of boating schools may drive demand for additional training vessels.

Ports and marinas are unlikely to face significant impacts from ICC implementation due to their existing ICC-based procedures. However, they are expected to benefit from a boost in international tourism, which could enhance their business activities.

Insurance companies do not foresee additional costs under either policy option. Nonetheless, policy option 2 is expected to enhance business opportunities by providing a clearer licensing framework and supporting growth in the boat rental sector, particularly under a unified licensing system.

Finally, for boat rental companies, ICC implementation is not expected to impose additional costs since it aligns with their existing operations. However, the expected rise in boating tourism and international boat rentals—highlighted by industry respondents in the questionnaire survey—suggests a significant overall benefit, represented by a double positive sign.

EU as a whole

Table 24 compares the benefits and the drawbacks of the two alternatives for the European Union as a whole. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "--" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 25 Effects of policy option 2 for the EU as whole.

		ICC implementation
Drawbacks	Complicated licensing procedures	(~)
	Implementation costs	(-)
	Administrative burden	(- -)
Benefits	Free movement	(+)
	SME support	(+)
	Digitalisation	(++)
	Blue economy growth	(++)
	Competitiveness	(+)
	Training and Education	(+)
	Global competitiveness	(++)

The implementation of policy option 2 is not expected to increase the complexity of licensing procedures, as countries that do not currently implement the ICC already have licensing systems in place. Implementation costs are anticipated during the transition period when the Act is transposed into national legislation. However, a significant administrative burden (denoted with a double minus sign) is expected, as Member States will need to reach a consensus and incorporate the Act into their

legal frameworks. This burden will be particularly high for the 13 countries that have not signed ICC Resolution 40.

Recognising the ICC throughout the EU is expected to positively impact the free movement of boaters within the Union. This is denoted with a single positive sign, as challenges may arise in countries that do not issue ICCs when boaters seek to acquire one for international travel. As detailed in the industry-specific analysis in the preceding section, these changes are projected to stimulate growth in the boating sector, supporting the expansion of the blue economy and enhancing competitiveness across Member States. Given the predominance of SMEs in this sector, policy option 2 is expected to provide meaningful support to EU-based SMEs.

Additionally, policy option 2 anticipates the need for training initiatives, which would improve educational and skill-building opportunities within the EU. The introduction of electronic licensing systems and centralised databases for ICC verification is expected to drive digitalisation across the sector. Finally, ICC adoption is projected to enhance the EU's global competitiveness due to the ICC's internationally recognised status and its broader applicability—denoted with a double positive sign.

SWOT analysis Policy Option 2

This section presents a SWOT analysis for Policy Option 2.

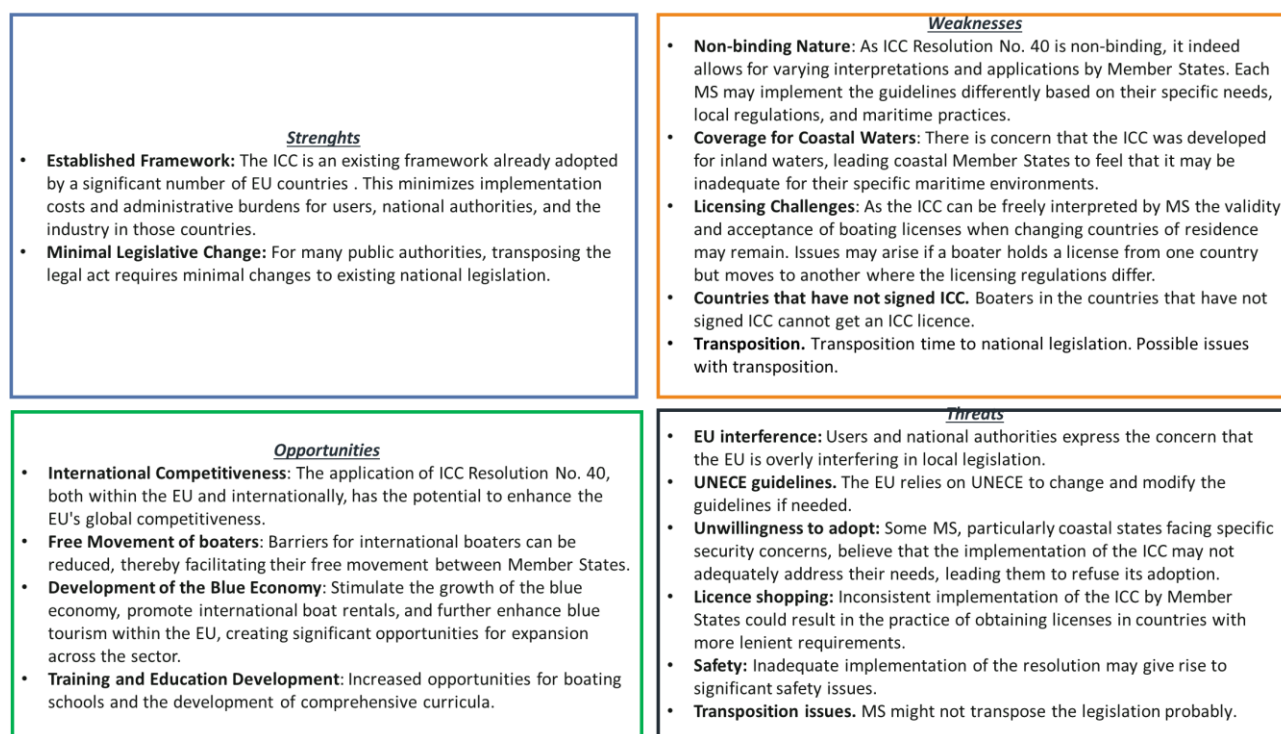


Figure 13 SWOT Analysis Policy Option 2

The SWOT analysis reveals that while the ICC presents significant strengths and opportunities for fostering economic growth, tourism, and international competitiveness, its weaknesses, and threats primarily stem from its non-binding nature and the challenges of uniform implementation across diverse Member States. Specifically:

- **Strengths:** The ICC is already adopted by 14 EU Member States, reducing implementation costs and administrative burdens for stakeholders. Transposing the legal act requires limited changes to existing national legislation, which simplifies implementation for public authorities and stakeholders.

- **Weaknesses:** The ICC Resolution 40 is a set of recommendation on the licencing of recreational boat skippers and can sometimes lead to inconsistent application across Member States. Concerns exist about the ICC's adequacy for coastal waters, which may lead to inconsistencies in maritime practices across Member States. Variability in the interpretation of licensing rules could lead to confusion among users, particularly when moving between countries. Boaters from non-signatory countries face challenges acquiring ICC licences, creating disparities. Transposing the resolution into national legislation may present administrative challenges.
- **Opportunities:** Enhances EU's global competitiveness, facilitates free movement of boaters, boosts the blue economy, and expands training and education opportunities.
- **Threats:** Concerns about EU overreach into local legislation. As the ICC is developed by UNECE the power to develop the technical guidelines is outsourced to UNECE. Reluctance by some Member States (especially coastal ones) to adopt due to perceived inadequacy of the ICC. Potential for "licence shopping" and safety issues due to inconsistent implementation.

To address the threats and weaknesses of policy option 2, the EC is advised to complement the EU act with an extensive awareness campaign highlighting the benefits of ICC implementation. Such a campaign would encourage countries that have not yet signed Resolution 40 to do so. Additionally, the Act should include a series of annexes providing detailed guidelines for the proper implementation of UNECE Resolution 40. By increasing the number of Member States signing the UNECE Resolution, these countries would gain greater influence in shaping updates to the guidelines, ensuring their interests are better represented during future revisions.

The development of an EU-wide electronic system for ICCs could further streamline processes. This system would allow individuals to update their ICCs easily, for instance, when changing their address. In addition, all accredited issuing authorities and training schools can be inserted in this database assisting users to identify where they can refer to issue an ICC and national authorities to check the validity of ICCs. This would enhance transparency and allow users and authorities to combat fraud more efficiently.

To discourage licence shopping, it could be mandated that an ICC can only be issued in the boater's country of residence at the time of issuance. This measure would ensure fairness and consistency across Member States while strengthening the integrity of the licensing system.

9.3 Assessing Policy Option 3- New regulation to harmonise the rules in all EU Member States.

Similar to policy option 2, the agreement of the Member States is important for the development of a regulation under Article 5(3) TEU.

Similar to Policy Option 2 the effects for every stakeholder category are presented in the following section.

Public authorities

Table 26 assesses the potential consequences of policy option 3—both positive and negative- for each the public authorities of each EU Member State. From the desk research and the public consultation two main benefits were identified for the public authorities:

1. **Free movement of people:** The development of a common framework means that each licence follows the specific criteria and requirements therefore it can be recognised anywhere in the Member States. Boaters therefore will be able to boat freely abroad, charter a recreational vessel or keep their licence in case they move country of residence.
2. **Increased safety:** The design of a common framework after consultation with all Member States guarantees the same level of ability and theoretical and practical knowledge for every holder of a licence issued by EU Member States as described on the specific licence.

In addition, the following potential drawbacks were identified:

1. **Additional administrative and enforcement costs:** The implementation of policy option 3 will incur additional costs for all countries to adjust the existing licencing system or to create one in case there is no system in place.
2. **Legal and Procedural challenges:** Public authorities will be having to adjust their national licencing regulations according to the new regulation.

Table 26 presents the assessment of the above factors for each country. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "--" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 26 Effects of policy option 3 for public authorities

Member State	Free movement of people	Increased Safety	Administrative and enforcement costs	Legal and procedural challenges
Austria	(+ +)	(+)	(-)	(-)
Belgium	(+ +)	(+)	(-)	(-)
Bulgaria	(+ +)	(+)	(-)	(-)
Croatia	(+ +)	(+)	(-)	(-)
Cyprus	(+ +)	(+)	(-)	(-)
Czech Republic	(+ +)	(+)	(-)	(-)
Denmark	(+ +)	(+)	(-)	(-)
Estonia	(+ +)	(+)	(-)	(-)
Finland	(+ +)	(+)	(--)	(--)
France	(+ +)	(+)	(-)	(-)
Germany	(+ +)	(+)	(-)	(-)
Greece	(+ +)	(+)	(-)	(-)
Hungary	(+ +)	(+)	(-)	(-)
Ireland	(+ +)	(+)	(- -)	(- -)
Italy	(+ +)	(+)	(-)	(-)
Latvia	(+ +)	(+)	(-)	(-)
Lithuania	(+ +)	(+)	(-)	(-)
Luxembourg	(+ +)	(+)	(-)	(-)
Malta	(+ +)	(+)	(-)	(-)
Netherlands	(+ +)	(+)	(-)	(-)
Poland	(+ +)	(+)	(-)	(-)

Member State	Free movement of people	Increased Safety	Administrative and enforcement costs	Legal and procedural challenges
Portugal	(+ +)	(+)	(-)	(-)
Romania	(+ +)	(+)	(-)	(-)
Slovakia	(+ +)	(+)	(-)	(-)
Slovenia	(+ +)	(+)	(-)	(-)
Spain	(+ +)	(+)	(-)	(-)
Sweden	(+ +)	(+)	(- -)	(- -)

With the regulation, licences will be recognised and accepted by all Member States, creating a highly positive impact on the free movement of citizens across states. This significant benefit is reflected by a double positive sign (+ +).

Regarding the second criterion, which addresses the potential increase in safety under a common framework, the regulation ensures that all licences adhere to the same training and knowledge standards. As a result, licence holders will possess a consistent level of knowledge and skills, as dictated by the licensing requirements. This standardisation has the potential to enhance safety by ensuring that both national and international boaters are well-trained and adequately equipped with the necessary knowledge to operate recreational boats safely.

The introduction of an EU common framework in the form of a binding and directly applicable legislative act (regulation) would impose a substantial administrative challenge for Member States lacking any mandatory existing licensing rules or schemes for recreational boat operators (FL, SE, and IE). In such cases, these countries would be required to establish an entirely new regulatory framework from the ground up to comply with the harmonised EU standards. This process would involve the adoption of national legislation and/or administrative measures to formalise the licensing requirements. These include defining licensing categories, validity periods, training standards, etc. Institutional arrangements would also need to be implemented. The government would need to either designate an existing authority or create a new competent body responsible for managing the licensing process. This authority would oversee the issuance of licences, compliance enforcement, and coordination with training providers. Training institutions would be accredited to provide standardised education, and public awareness campaigns would inform citizens of the new rules and application process. Additionally, compliance monitoring systems would be established to enforce standards and coordination with EU institutions would be essential throughout the process. For these countries also inherent administrative and enforcement costs will be required. This explain and the (- -) sign in the table.

For countries with existing national licensing systems, aligning with a new EU regulation would require significant adjustments to ensure compliance with the harmonised rules. The first step would be a review of the existing national framework to identify areas where it deviates from the new EU requirements, such as training standards, testing procedures, or age restrictions. The government would then need to amend or revise national laws to align with the EU regulation, ensuring consistency across all member states. However, the effects are not expected to be as strong as the latter category of countries with no mandatory national framework.

Users

Table 27 identifies the potential effect of the policy option 3. The core concerns for boaters as expressed in the public consultation were around increased costs and bureaucratic complexity associated with obtaining or modifying licences. Specifically, the key effects or the users can be seen below.

1. **Additional costs and bureaucratic burden for obtaining an ICC:** Policy option 3 will cause additional costs to users for the renewal of their existing licences to be in accordance with the new requirements. Boaters who do not have a licence will be required get one.
2. **Enhanced Clarity and Simplified International Procedures:** With a common framework boaters will be able to travel abroad as their licence will be recognised.
3. **Licence Recognition for skippers who relocate:** With a common framework a licence will be recognised or exchanged easily to a national one (if needed) when a boater changes the country of residence.

Table 27 qualifies the effects for each Member State, providing a country-specific assessment of the overall user experience. A "+" indicates a benefit, "++" a greater benefit, "-" a drawback, "--" a greater drawback and "~" indicates a neutral or negligible impact.

Table 27 Effects of policy option 3 for public authorities

Member State	Increased costs and bureaucratic burden	Enhanced clarity and simplified international procedures	Licence recognition for skippers who relocate
Austria	(-)	(+ +)	(+)
Belgium	(-)	(+ +)	(+)
Bulgaria	(-)	(+ +)	(+)
Croatia	(-)	(+ +)	(+)
Cyprus	(-)	(+ +)	(+)
Czech Republic	(-)	(+ +)	(+)
Denmark	(-)	(+ +)	(+)
Estonia	(-)	(+ +)	(+)
Finland	(- -)	(+ +)	(+)
France	(-)	(+ +)	(+)
Germany	(-)	(+ +)	(+)
Greece	(-)	(+ +)	(+)
Hungary	(-)	(+ +)	(+)
Ireland	(- -)	(+ +)	(+)
Italy	(-)	(+ +)	(+)
Latvia	(-)	(+ +)	(+)
Lithuania	(-)	(+ +)	(+)
Luxemburg	(-)	(+ +)	(+)
Malta	(-)	(+ +)	(+)
Netherlands	(-)	(+ +)	(+)
Poland	(-)	(+ +)	(+)
Portugal	(-)	(+ +)	(+)
Romania	(-)	(+ +)	(+)
Slovakia	(-)	(+ +)	(+)
Slovenia	(-)	(+ +)	(+)
Spain	(-)	(+ +)	(+)
Sweden	(- -)	(+ +)	(+)

For all users, additional costs and bureaucratic burdens will arise. Boaters who already hold licences will be required to update their licences to comply with the new framework. In countries where licences are currently not mandatory (e.g., Ireland, Finland, and Sweden), boaters will need to obtain a licence, which represents a significant drawback ("double minus").

However, this policy option provides important benefits: it ensures that all users can boat anywhere within any Member State with their licence recognised throughout the EU. Additionally, it guarantees that if a licence holder relocates to another country, their licence will remain valid without requiring further updates or modifications.

Industry

Table 28 shows the effect of this policy option on the industry. From the perspective of the industry the effects are translated into additional costs for the implementation of the policy and economic benefits from a potential growth of their business. The analysis is done on the basis of the following industry types: 1) boating schools, 2) companies constructing yachts, 3) ports and marinas, 4) insurance companies and 5) rental companies.

Table 2* qualifies these effects for every industry type. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "--" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 28 Effects of policy option 3 for the industry.

Type of industry	Cost implementation for	Increase in business
Schools	(- -)	(++)
Construction of yachts	(~)	(+)
Ports and marinas	(~)	(+)
Insurance companies	(+)	(+)
Rental companies	(+)	(+)

Boating schools will need to update their curricula to align with the requirements of the new licensing framework. In countries without a mandatory licensing system, new boating schools will need to be established to provide the necessary training and certification, which is reflected by the double minus sign (- -) due to the associated costs and administrative burden.

No additional costs are expected for ports and marinas. However, these facilities are anticipated to benefit from an increase in international tourism, which could enhance their business operations. Similarly, construction yards are unlikely to be directly affected by this policy option, but growth in related industries, such as boating schools and rental companies, may indirectly drive increased demand for new vessels. The expansion of boating schools could also lead to greater demand for additional training vessels.

Insurance companies foresee no additional costs under either policy option. However, policy option 3 is expected to create new business opportunities by offering a clearer licensing framework and fostering growth in the boat rental sector, particularly under a unified licensing system.

Finally, for boat rental companies, the introduction of a common framework is expected to increase business, particularly for international charters. However, in countries where a mandatory licensing system is introduced as a result of the regulation, a slight decrease in tourism interest may occur due to the added requirements for prospective boaters.

EU as whole

Table 29 compares the effects of Policy Option 3 for the European Union as a whole. A "+" indicates a benefit, "++" a greater benefit, a "-" a drawback, a "--" a greater drawback and a "~" indicates a neutral or negligible impact.

Table 29 Effects of policy option 3 on Europe as a whole.

		ICC implementation
Drawbacks	Complicated licensing procedures	(-)
	Implementation costs	(-)
	Administrative burden	(- -)
Benefits	Free movement	(++)
	SME support	(+)
	Digitalisation	(~)
	Blue economy growth	(++)
	Competitiveness	(+)
	Training and Education	(+)
	Global competitiveness	(~)

The implementation of policy option 3 is expected to increase the complexity of licensing procedures, particularly in countries with simpler rules that make it easier to acquire a licence (e.g., NL) or in countries without a mandatory licensing system. Implementation costs are anticipated, as most existing licensing systems will require updates to align with the requirements of the common framework. Additionally, a significant administrative burden (denoted with a double minus sign) is expected, as Member States will need to reach a consensus on the requirements outlined in the regulation for the common framework.

Despite these challenges, a common framework would eliminate obstacles related to licence recognition, ensuring that all certificates are universally recognised across the EU. This is expected to have a positive effect on the free movement of people within the Union. As detailed in the industry-specific analysis in the preceding section, these changes are projected to stimulate growth in the boating sector, support the expansion of the blue economy, and enhance competitiveness among Member States. Given the significant presence of SMEs in this sector, policy option 3, like policy option 2, is anticipated to provide meaningful support to EU-based SMEs.

Furthermore, policy option 3 would emphasise the need for enhanced training initiatives, leading to improved educational and skill-building opportunities within the EU.

SWOT analysis Policy Option 3

This section presents a SWOT analysis for policy option 3.

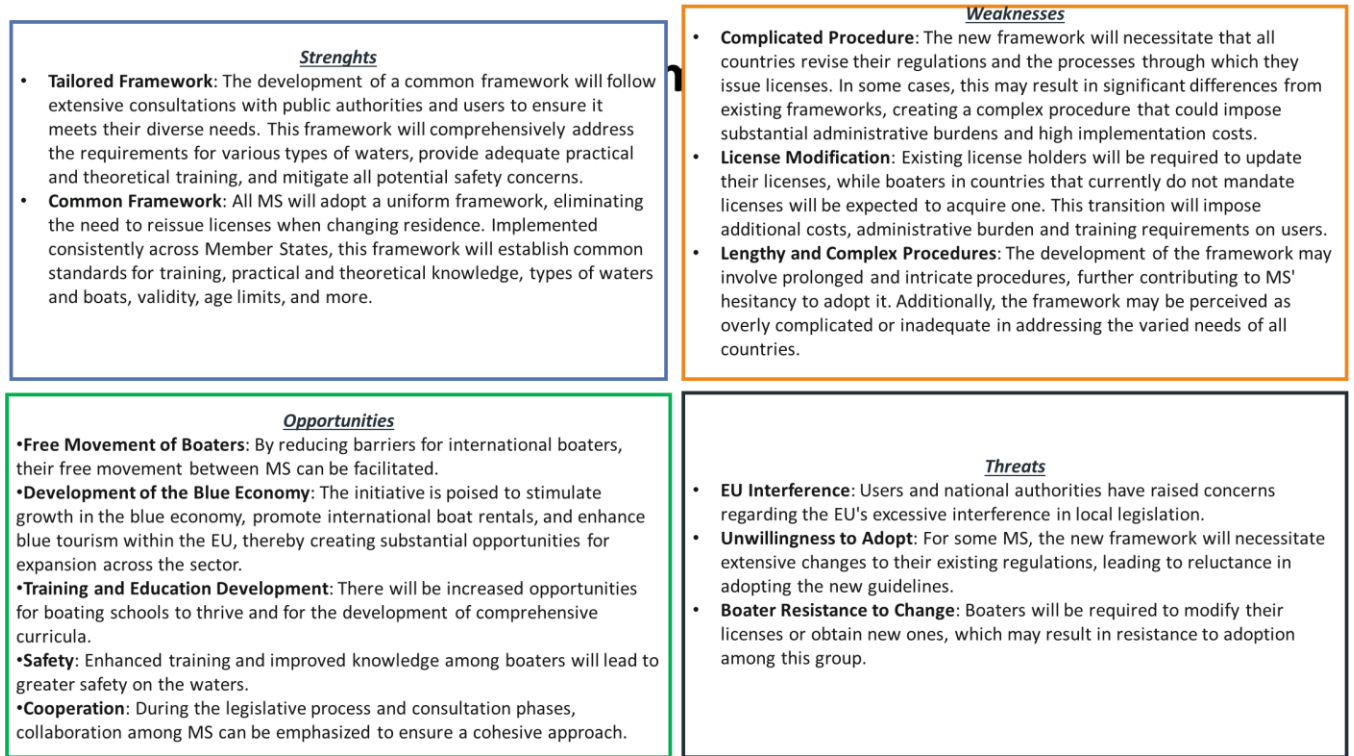


Figure 14 SWOT Analysis policy option 3.

- **Strengths:** The proposed common framework will be designed to meet diverse needs through extensive consultations with public authorities and users. It will be designed in a way to comprehensively address practical and theoretical training requirements, ensuring safety and competence in boating activities. Practical benefits include consistent licensing standards across Member States. It will eliminate the need to reissue licences when changing residence, fostering a uniform approach across the EU. It will ensure standardisation in training, boat types, licence validity, and more, providing clarity and reducing administrative barriers.
- **Weaknesses:** All Member States will be required to revise their recreational skipper licence regulations. Revisions to regulations in all Member States will require significant administrative efforts and costs, creating complexity. Differences in existing frameworks will make alignment challenging, particularly for countries with minimal licence requirements or no mandatory systems. This transition will pose significant administrative burdens, financial costs, and training requirements. Developing the framework may involve prolonged negotiations and intricate procedures, potentially discouraging adoption. There's a risk that some Member States will perceive the framework as overly complicated or misaligned with their needs. Weaknesses highlight the complexity and resource-intensive nature of implementing the common framework. These issues could delay adoption and create resistance, particularly among Member States with vastly different licensing systems.
- **Opportunities:** By reducing barriers, the framework will facilitate the free movement of boaters across Member States, encouraging tourism and mobility. The initiative could stimulate growth in maritime sectors, including boat rentals, tourism, and associated industries,

supporting economic expansion across the EU. It will create increased opportunities for boating schools to offer comprehensive curricula, improving skills and safety on the water. Standardised training requirements ensure that licence holders across the EU possess adequate knowledge, reducing accidents and improving overall safety. It will encourage collaboration among Member States during the legislative process, promoting unity and shared standards. It will offer opportunities for economic growth, improved safety, and fostering collaboration. These benefits underscore the potential for the framework to strengthen the blue economy and support long-term industry development.

- **Threats:** The development of a common framework can probably lead to concerns about excessive EU involvement in local legislation may cause resistance from Member States and stakeholders. For some Member States, extensive changes to existing regulations may create reluctance to adopt the framework. Modifying or obtaining new licences could lead to a pushback from individual boaters, especially in countries without mandatory licensing systems. Threats will emphasise the political and social challenges of implementing the framework. Resistance from Member States, stakeholders, and individuals could hinder the initiative's success, particularly if the changes are perceived as intrusive or burdensome.

The SWOT analysis reveals a strong potential for economic, safety, and mobility benefits through the adoption of a common licensing framework. However, significant challenges exist, particularly regarding complexity, administrative burdens, and resistance from Member States and users. The extensive consultation process before the development of the regulation will ensure accordance with the needs of every Member State regarding skipper licences.

9.4 Comparison between the Policy Option 1 and Policy Option 2

This section presents a table that compares and summarises the effects in terms of drawbacks and benefits for both options.

Table 30 Comparison of the effects of the two policy options

		Countries without mandatory national licencing system and ICC Recognition (IE, FL, SE)	Countries with national licencing systems and no ICC Recognition (FR, IT, ES, GR, CY, HR, SL, DK, PL, MT, ET, PT)	Countries with mandatory national licencing system and ICC Recognition (BE, DE, HR, SK, RO, BG, AT, LT, LV, LU, CZ, NL)
Option Mutual Recognition	National Authorities	<p>The imposition of mutual recognition by an EU legal act should not result in significant administrative or financial burdens as these countries are already accustomed to recognising ICC certificates from foreign boat operators. However, the implementation of mandatory mutual recognition through an EU legal act introduces certain procedural and legal challenges for the transposition into national law. The transposition process also creates the risk of non-compliance, where Member States may fail to fully or correctly implement the directive’s requirements. Transposition difficulties remain relevant and non-negligible.</p>	<p>In member states with national licensing requirements that do not currently recognise the ICC, a system of recognition would need to be established to comply with the mandatory mutual recognition framework imposed by the EU legal act. The adoption of a directive could lead to transposition difficulties, given the discretion Member States have in implementing directives. While harmonisation would facilitate cross-border tourism and recreational navigation by reducing administrative and operational barriers, it would also require significant amendments to national laws on recreational boating. These amendments would ensure compliance with the EU legal act and override any current national restrictions that do not recognise the ICC as sufficient evidence of competence. While harmonisation would facilitate cross-border tourism and recreational navigation by reducing administrative and operational</p>	<p>No changes and limited transposition difficulties.</p>

			barriers, it would also require significant amendments to national laws on recreational boating. These amendments would ensure compliance with the EU legal act and override any current national restrictions that do not recognise the ICC as sufficient evidence of competence.	
	Users	Boat operators who wish to operate abroad would need to apply for an ICC Certificate as an additional, complementary certification in case the ICC is not part of the national licence. Otherwise, there will be no difference for the users.	Boaters from these countries will probably face issues when travelling abroad if they will not be able to obtain an ICC, which may potentially discourage them. In case these countries choose to develop an ICC licencing system in parallel to the existing one boater will have to obtain and pay for an additional licence that is ICC potentially discouraging them to boat abroad.	Mutual recognition will make it easier for boaters to operate crafts (either their own or rented) internationally.
	Industry	As these countries already recognise and issue ICCs there will be no change for the national boating industry. On the contrary companies such as charterers and insurance companies are expected to experience business increase and more clarity in their operations. No changes are expected for boating schools.	Potentially more customers from abroad. The necessary transposition of the directive into national law will take some time slowing down potential developments in the industry.	Increased interest in nautical tourism. Increased interest in ICC certificates as they are more widely accepted. All these will lead to higher revenue for the industry.
EU Framework Common	National Authorities	The introduction of a common framework in the form of a binding and directly applicable legislative act (regulation) would impose a substantial administrative challenge for Member States lacking any existing licensing rules or schemes for	For countries with existing national licensing systems, aligning with a new EU regulation would require significant adjustments to ensure compliance with the harmonised rules. The first step would be a review of the existing national framework to identify areas where it deviates from the new EU requirements, such as training standards, testing procedures, or age restrictions. The government would then need	

		recreational boat operators. In such cases, these countries would be required to establish an entirely new regulatory framework from scratch to comply with the harmonised EU standards.	to amend or revise national laws to align with the EU regulation, ensuring consistency across all Member States.
	Users	For users' additional costs and administrative burden will be required. Users in these countries might be against this regulation as they will be obliged to obtain licences even if they want to travel nationally. They will however be able to operate recreational boats abroad and will not need to change their licences in case they relocate.	For new licences this will not be a problem, but the already licenced people would need to change their licences. However, the new licence will be valid in many countries and permit them to operate recreational crafts abroad.
	Industry	Boating schools may need to be created or change their curricula. All companies need to adjust their processes to recognise the licences. In addition, all personnel need to be licenced. Interest in nautical tourism might decrease locally but increase internationally. Boat rental companies and marinas might have less business due to less interest from the nationals. There might be increased interest from international boaters that could counterbalance the effect of reduced local interest.	Boating schools will need to change their curricula. Companies will also need to change their processes and train their employees to recognise the licences. For the industry overall increased interest can be observed due to more international boaters.

10. Task 9 - Conclusions and suggestions for the way forward

Currently there is no harmonised EU legislation regarding the skipper's licences for non-professional recreational boats. The rules for obtaining a 'boating licence' for recreational craft vary greatly between European countries. This system is plagued by numerous issues, as highlighted by the stakeholder consultation. Significant problems include a lack of clarity in regulations, particularly when boating internationally. Users report difficulties renewing licences abroad and the need to obtain entirely new licences when changing their country of residence. Furthermore, many licences lack recognition in other countries, severely limiting cross-border boating opportunities.

There is currently a patchwork of licensing rules that differ across Member States in terms of boat size, engine power, navigation areas, validity, age limits and requirement of theoretical and practical testing and knowledge. Countries like Finland, Sweden, Netherlands, and Ireland have more relaxed regulations, not requiring licences for small motorboats or sailing vessels. In contrast, countries like Germany, France, and Italy have stricter rules, requiring licences for most motorboats and sailing vessels over a certain size or power threshold on certain waterways.

The study highlighted the following problems as the most important issues attributed to the current regulatory framework:

- **Cross-border ambiguity:** Regulations lack clarity, particularly for boating in a different country. This uncertainty creates significant difficulties and confusion for users especially when sailing their own boat or when renting a boat abroad. Boaters are not aware of the need of a specific type of licence to hire or sail their own boat or they find out that their licence is not valid for them to sail or to rent a boat.
- **Residence changes:** Changing one's country of residence often necessitates obtaining a new boating licence because the previous licence is not valid in the new country of residence resulting in a cumbersome and potentially expensive process. In addition, if the licence of a resident which was issued in another country expires, then the resident is not able to renew his old licence but has to get a new one issued from the country he/she relocated to.
- **Lack of licence recognition:** In some cases, licences are not recognised in other countries, hindering cross-border boating or recreational boat rentals.

Although safety concerns were frequently mentioned during the public consultation, the analysis of the public consultation and the desk analysis results found no strong link between stricter licensing regulations and lower accident rates. This may be due to underreporting of recreational boating accidents, as countries are not obliged to comprehensively collect and report such data. More thorough accident reporting is necessary for a complete safety assessment. In addition, harmonisation could help address issues of licence fraud. Several stakeholders raised concerns about fraudulent licences in the current system, which allows unqualified individuals to operate boats without proper certification. A unified system, possibly incorporating digital registration, could reduce the risk of fraud and improve enforcement, ensuring that only qualified individuals are granted licences.

The public consultation as well as the results of the workshop revealed that indeed there is a problem with the current licensing system. Industry respondents mentioned that the lack of clarity of the current framework has resulted into them losing business to neighbouring countries. Public authorities also mentioned that they frequently get complains from citizens that their licences were not recognised in another European Member State.

The International Certificate of Competence (ICC) developed by UNECE can be applied to standardise the competence levels for recreational craft skippers. Essentially, the ICC certifies that the holder meets the competence levels as specified in UNECE Resolution 40. The Resolution has the status of

recommendation, and it permits the countries that apply it to set their own requirements. For example, annex I of the resolution recommends that the minimal age of applicant is 16 years, however, some countries apply other requirements. Limits of speed, boat's dimensions, engines output etc. may differ in different countries and on particular waterways/waterway sections, given the local navigation conditions, national legislation etc. Resolution No. 40 of the UNECE has been ratified by 14 out of the 27 Member States and the ICC is recognised by more states even if they have not ratified it. It can be considered as a standard that could facilitate mutual recognition of boating licences across Member States.

The European Commission could potentially step in to provide a solution to solve the aforementioned problems that result from the non-harmonised EU licensing system. The following three policy options were considered:

- 1. Policy Option 1: Do nothing scenario.** Under this option, the current system remains unchanged, perpetuating the fragmented regulatory environment. Licensing requirements vary widely across Member States, creating confusion and inefficiencies for boaters and public authorities alike.
- 2. Policy Option 2: Directive on mutual recognition of ICC Resolution No 40.** This option proposes that all Member States recognise the ICC. Member States are not obliged to issue ICC licences or adopt Resolution 40, but they are obliged to recognise ICC licences.
- 3. Policy Option 3: Regulation on the development of a common EU licensing framework:** The EC steps forward and harmonises the legislation of all Member States so all issued licences follow the same procedure (testing and theoretical and practical lessons) and under the same requirements (age, boat type, waters, duration, and medical testing)

Regarding the policy option 1, lack of mutual recognition will not eliminate the obstacles that boaters face when navigating different Member States. The differences and the fragmented rules of the national systems will continue hindering the free movement of boaters and the economic opportunities in the sector. Finally, the licensing ambiguity will continue making it difficult for boaters to understand and comply with regulations abroad. This scenario fails to address cross-border boating challenges, undermining the EU's objectives of free movement and economic integration. It is not a viable long-term solution to enhance mobility, safety, or sector growth.

Policy option 2 proposes an EU directive mandating the mutual recognition of the ICC. The ICC is a proven and widely implemented system, already adopted by 14 Member States and several other countries worldwide. It simplifies cross-border licence recognition, providing significant benefits to boaters holding an ICC. This option is expected to positively impact the recreational boating sector, fostering growth in the blue economy and tourism. Key stakeholders, including boating schools, marinas, shipyards, insurance companies, and recreational boat charterers, are projected to benefit from the increased clarity and uniformity in licensing standards.

A major advantage of this policy is the improved administrative efficiency for public authorities. By standardising licence recognition across Member States, authorities would no longer need to assess licences on a case-by-case basis, reducing bureaucratic burdens. Additionally, boaters would gain clarity on which licences are valid, facilitating easier navigation across borders.

However, significant challenges remain. Although 14 Member States have ratified Resolution 40 and offer ICC issuance to their residents, not all Member States are obliged to issue ICC licences under this directive. Residents of non-issuing countries would still lack the ability to obtain an ICC, which would limit their access to cross-border boating opportunities. Furthermore, the transposition of the directive into national legislation may be time-consuming and could lead to misalignment with ICC standards, as Resolution 40 is only a set of recommendations.

Another key concern is that some Member States, particularly those with extensive coastlines, feel the ICC requirements are insufficient to ensure safe recreational vessel operation in their waters. This highlights the need for additional measures to support the directive's implementation.

To address these issues, the directive should be accompanied by the following measures:

1. **Awareness Campaign:** An EU-wide initiative to raise awareness of the ICC's benefits and promote its adoption among all Member States.
2. **Technical Annexes:** Detailed guidelines explaining the recommendations of Resolution 40 to standardise ICC implementation and ensure compliance with safety standards.
3. **EU-Wide Electronic Database:** A centralised system to store ICC records, facilitate updates (e.g., changes of address), and enhance transparency.
4. **Residency Requirement:** Mandate that the ICC be issued only by the country of residence to prevent licence shopping.

This policy also has the potential to encourage non-signatory countries to adopt Resolution 40, enabling their residents to obtain ICC licences and participate fully in the benefits of mutual recognition. Increased participation by Member States in the UNECE framework would also contribute to updating and improving ICC guidelines ensuring that they meet the needs of the Member States.

Policy option 3 proposes the creation of a unified licensing framework across all EU Member States (Member States), with standardised curricula, testing, and certification requirements. This regulation would require Member States to align their national laws with the harmonised framework, leading to significant administrative challenges in many cases. Countries without a mandatory licensing system—or without any licensing system at all—would face disproportionate impacts, as they would need to develop entirely new regulatory frameworks to comply with EU standards.

Despite these challenges, this approach offers several advantages. A fully harmonised system would ensure that all licences are recognised across Member States, eliminating barriers to cross-border boating. The inclusion of standardised theoretical and practical training would lead to a consistent level of competence among licence holders, contributing to improved safety in EU waters.

Economically, the harmonised framework is expected to have substantial positive effects on the development of the recreational boating sector. By removing obstacles to international boating and boat rentals, this policy could stimulate growth in maritime tourism and related industries.

However, several challenges must be addressed. High administrative and implementation costs are anticipated, particularly for Member States without existing licensing systems. Resistance from Member States and users may also arise, especially in countries where licensing is currently optional or perceived as overly strict. Concerns about EU overreach could exacerbate this resistance. Furthermore, achieving intergovernmental consensus would require complex and lengthy negotiations to reconcile diverse national systems.

While policy option 3 offers significant long-term benefits, including enhanced safety, economic growth, and streamlined cross-border boating, its complexity, high costs, and extensive legislative adjustments make it a less practical choice in the short term. To succeed, this option would require robust stakeholder engagement, phased implementation, and additional support for Member States needing to establish entirely new systems.

Policy option 2, the mutual acceptance of ICC certificates, is the preferred and proposed approach due to its balance of feasibility, economic benefits, and minimal intrusion into national legislative autonomy. By promoting mutual recognition through an EU directive, this option fosters the free

movement of boaters, reduces administrative burdens, and supports the growth of the recreational boating sector. To ensure its success, the directive should include technical annexes to standardise implementation and address discrepancies. Additionally, a centralised EU-wide database would facilitate licence management and increase transparency. Paired with awareness campaigns, this approach will encourage Member States to adopt and adhere to ICC standards, creating a more cohesive and efficient licensing system across the EU. This solution strikes the right balance between addressing current challenges and respecting national sovereignty, making it the most practical and politically viable option.

The success of any future policy will depend on continued stakeholder engagement and support. The consultation process highlighted the importance of involving a wide range of stakeholders, including national authorities, international organisations, industry representatives, and recreational boaters. This broad engagement helped to ensure that the perspectives and needs of all parties were considered, increasing the likelihood of achieving a workable and widely accepted solution.

11. ANNEX I – Analysis of Legislation per Country

The licence definitions used are the ones originally coming from the legislation of each country.

1. Austria (AT)

➤ **General**

The following licences are issued:

- 1) Boatmasters licence – boatman's licence for inland navigation A- Authorisation to independently operate vessels of all types and sizes on waterways, including maritime waterways.
- 2) Boatmasters licence – boatman's licence for inland navigation B- Authorisation to independently operate vessels of all types and sizes on waterways, including maritime waterways where navigational knowledge is required.
- 3) Route certificate for the Danube.
- 4) Captain's licence -lake and rivers- Authorisation to independently operate vessels of all types and sizes on inland waterways.
- 5) Skipper's licence – 20 m: Authorisation to independently operate vessels of all kinds, up to 20 meters which with less than 12 passengers on sea and inland waterways.
- 6) Skipper's licence – 20m -lakes and rivers: Authorisation to independently operate small vessels and passenger ships whose length is less than 20m on inland waterways.
- 7) Skipper's licence-10m: Authorisation to independently operate small vessels with length of up to 10 m on inland waterways, excluding sea waters.

Austria also issues and recognises the ICC especially in the area of Danube.

➤ **Boating areas identified in the legislation:**

In the legislation inland and sea waters are identified. In addition, the area of Danube requires a specific licence.

➤ **Types of boats**

In the Austrian legislation there is no differentiation between sail and motorboats. Different type of licences is required depending on the length of the hull (10 m and 20 m) and the number of passengers. No motorboat types are identified in the legislation.

➤ **Minimum age**

For the lowest licence, the youngest age is 18 years for master's and skipper licence while for captains' licence having completed 21 years of age is necessary.

➤ **Validity of the Skippers certificate**

The validity of the certificate is until 65 years old. After that, the certificate needs to be renewed. The same is also true for the ICC.

➤ **Theoretical knowledge and testing**

For all licence types a theoretical knowledge is required.

The following knowledge is tested: a) regulations; hydrology, b) navigation, manoeuvring and driving the vehicle; c) construction and stability of the vehicle, d) ship machinery, e) loading and unloading, f)

behaviour in special circumstances. In addition, items for guiding vehicles under radar and additional questions for the carriage of passengers are tested.

➤ **Practical knowledge and testing**

The practical knowledge tested is general knowledge of the craft, use and carriage of safety equipment and serviceability of the engine/sails, operating the craft and understanding the influence of wind, the current, and limited keel clearance.

➤ **Medical fitness**

Medical tests are being carried out for mental and physical ability as well as the ability to discriminate colour.

➤ **ICC**

Austria has signed the ICC, and its legislation is in accordance with the ICC regulation.

Note:

Source:

<https://www.ris.bka.gv.at/GeltendeFassung.wxe?Abfrage=Bundesnormen&Gesetzesnummer=20008608&FassungVom=2019-12-20>

2. Belgium (BE)

➤ **General**

In Belgium, the following licences can be issued:

- Limited and general licence both for motorboats and sail.
- The yachtsman and yacht navigator licence

In Belgium, an ICC licence can be issued and recognised.

➤ **Boating areas identified in the legislation.**

In Belgium two types of waters can be differentiated inland and maritime waters. The limited licence permits the holder to sail in inland waters and the general licence permits you to sail in marine waters. With the yachtsman licence holder can sail in lakes, in coastal waters, in L'Escaut⁵⁸, near the ports of the Belgian coast, within 6 nautical miles from the coast, the zone between 6 and 60 nm and between 60 and 200 nm.

➤ **Types of boats**

A limited licence is required for boats faster than 20 kms/h and longer than 15 meters. The rest of the boat types are covered by the general licence.

➤ **Minimum age**

The minimum age to sail a boat is 16 years. In addition, the minimum age to participate in the exam is 17 years.

➤ **Validity of the boating licence**

The validity of the ICC licence is indefinite, and the validity of the national licence is also indefinite.

⁵⁸ The yachtsman and yacht navigator licence will be further checked with the Belgian authorities.

➤ **Theoretical knowledge and test**

A theoretical test takes place where the regulations to sail, practical navigation rules and safety manoeuvres are tested. For both licence types of the theoretical knowledge is tested: 1) navigation, 2) safety manoeuvre and 3) knowledge of the regulations.

Regarding the legislation for the limited licence the knowledge of the following regulations is tested:

- 1) General regulation on shipping lanes,
- 2) General Police Regulation for shipping on internal waters,
- 3) Skippers Regulations Gemeenschappelijke Maas, and
- 4) Police and Skippers' Regulation for the Brussels-Schelde canal.

For the general licence additional knowledge of regulations is tested:

- 1) COLREG as of London, skippers, and police Regulation for the lower-Sea Scheld.
- 2) Police and Skippers regulation for the Belgian sea territory, ports, and beaches of the Belgian coast.
- 3) Skippers' regulation for the Ghent-Terneuzen canal (23 Sept. 1992).
- 4) Royal Decree regarding pleasure boating (KB 28 June 2019)

➤ **Practical knowledge and checking**

Since 2021 there is a practical exam required where you put into practice the theoretical knowledge applicable to the licence. Practical lessons are not obligatory.

➤ **Medical fitness**

The following issues are being tested in the medical fitness: vision (sharpness, distinguishing, colours)hearing, general physical fitness, and health, mainly heart, lungs, blood pressure.

➤ **ICC**

You can obtain the ICC if you have any type of Belgian certificate as follows.

Your certificate	Entitles you to an ICC			
	I	C	M	S
General steering certificate	X	X	X	If you want an ICC which is (also) valid for a sailing vessel, you will be required to state on your honour that you have acquired the necessary sailing skills
Limited steering certificate	X		X	
Yachtsman certificate		X	X	
Yacht navigator certificate		X	X	
Sailing certificate A	X	X	X	
Sailing certificate B	X		X	
Rhine Patent	X	X	X	

Note : Source: <https://mobilit.belgium.be/nl/scheepvaart/pleziervaart/bestuurder/overzicht-brevetten/beperkt-en-algemeen-stuurbrevet>

3. Bulgaria (BG)

➤ **General**

In Bulgaria there is one type of recreational licence:

- Skipper of a boat up to 40ths gross weight and with less than 12 passengers onboard.
- Skipper of a small boat.

➤ **Boating areas identified in the legislation:**

In the legislation no boating areas are identified.

➤ **Types of boats**

There is differentiation based on the gross weight.

➤ **Minimum age**

The minimum age for both categories is 18 years.

➤ **Validity of the Skippers certificate**

The validity of the licence is 10 years.

➤ **Theoretical knowledge and testing**

Information not available.

➤ **Practical knowledge and testing**

Information not available.

➤ **Medical fitness**

Medical fitness is required.

➤ **ICC**

ICC is issued and recognised in Bulgaria.

Note : Source: https://iisda.government.bg/adm_services/services/service_provision/19568

4. Croatia (HR)

➤ **General**

The following licences are identified:

- 1) Boat operator certificate category A is valid to sail a boat up to 6 m (19.68 ft) long, with a maximum engine power 15 kW, within navigation areas III and IV. For this certificate, no course is required only a final exam.
- 2) Boat operator certificate category B is valid for a boat up to 18m within navigation areas III and IV. For this certificate, the course is optional, and the exam is mandatory. For this category, the holder can sail up to 6nm from the coast of the mainland or an island.
- 3) Boat operator certificate category C is valid for any boat up to 18m and 100GT weight within navigation areas I and II and international waters. Both practical course and exam are mandatory for this category.

It should be noted here that based to the Croatian legislation a recreational boat is any type of boat with a hull length between 2,5-24 m and regardless the type of propulsion. According to Croatian law, at least one person on the vessel must possess a valid nautical licence and VHF licence.

➤ **Boating areas identified in the legislation:**

In the Croatian reg. NN 27/2005 (nr. 472); pt.IV, Article 17 (navigation areas of boats and yachts), four navigational areas are identified.

1. Navigation area I - international navigation in all international maritime waters.
2. Navigation area II - international navigation in the Adriatic Sea.
3. Navigation area III - navigation in internal sea waters, territorial waters of the Republic of Croatia and waters accessible from the sea.
4. Navigation area IV - navigation in ports, bays, rivers of the Croatian Adriatic basin up to the limits navigable by the sea, and Lake Prokljan.

In area III, restrictions may apply: <6nm (IIIa), <3nm (IIIb) or <1nm (IIIc) from the coast of the mainland or island.

➤ **Types of boats**

There is differentiation between the boats up to 6, 18 and 24 m length. A differentiation is also made based on the gross weight of 100tn.

➤ **Minimum age**

The minimum age for boat operator category A is 15 years, for boat operator category B is 16 years and for boat operator category C it is 18 years.

➤ **Validity of the Skippers certificate**

The validity of the licence for categories A and B is indefinite, and for Category C it is 5 years unless the holder has sailed during the last year.

➤ **Theoretical knowledge and testing**

For every licence category theoretical testing is necessary:

- Boat operator certificate category A examines the knowledge on the basics of navigation.
- Boat operator certificate category B examines the sea navigation rules, knowledge on motor vehicles, protective measures, navigation, regulations and meteorology, boat manoeuvring, sailing safety and providing first aid, naval radio service.
- Boat operator certificate category C examines the sea navigation rules, knowledge on motor vehicles, protective measures, navigation, regulations and meteorology, boat manoeuvring, sailing safety and providing first aid, naval radio telephone service and safety at sea measures.

➤ **Practical knowledge and testing**

In all categories a practical exam is required where the points mentioned above are also examined in practise.

➤ **Medical fitness**

A medical fitness certificate of vision and hearing is proven by a valid certificate of health/fitness (issued by an authorised institution of health), no older than 6 months.

➤ **ICC**

ICC is not issued and not recognised in Croatia.

Note: Source: https://narodne-novine.nn.hr/clanci/sluzbeni/2005_02_27_472.html,
<https://first-class-sailing.com/files/firstclasssailing/PDF/BOATING-LICENCES%20GUIDE.pdf>

5. Cyprus (CY)

➤ General

There are two types of licences a learner licence and an operator's licence:

1. Learner's licence entitles the holder to sail a high-speed vessel as long as they are accompanied by a person who has an operator's licence.
2. Operator's licence for a small high-speed boat.

➤ Boating areas identified in the legislation

No boating areas are identified in the legislation.

➤ Types of boats

Only small high-speed boats are referred in the legislation.

➤ Minimum age

Minimum age for a learner is 17 years and 18 years for an operator.

➤ Validity of the Skippers certificate

The maximum validity is up to 70 years after that the licence must be updated.

➤ Theoretical knowledge and testing

Theoretical examinations are necessary and includes the following topics:

- lights lamp and buoys.
- lights and shapes signals.
- international rules of navigation in relation to the prevention of collisions at sea.
- sound and distress signals.
safety and navigation rules of vessels in relation to navigation zones, corridors, sea-bathers' areas, safety equipment, use of maritime maps and other maritime aids.
- elements of meteorology: Beaufort scale, strength of the wind, sea state, visibility.
- ways of rescuing persons at sea.
- basic knowledge of first aid.
- fire and explosion risks which may arise during the use and storing of fuels, fuel supply tubes and particularly in the flexible couplings, ventilation of the engine compartment, evaporation tubes, batteries, electrical connections.

➤ Practical knowledge and testing

The candidates must be able to show that they can preserve the course of the boat in maritime waters. In addition, the candidate should demonstrate ability to do the following:

- preparation of engine for startup, engine start up and switch off, operation of the engine: ignition faults, fuel supply, lubrication, cooling, detection of small faults in the engine.

- departure/cast off and arrival, manoeuvring, speed control, stoppage of the vessel, change of course, rescuing and collection of a person from the sea.
- anchoring, mooring, lifting, and launching.
- emergency stoppage of the vessel.
- rowing.
- swimming.
- firefighting and the use of fire extinguishing equipment.
- danger of water flooding which may arise during the intake or out led of sea water.
- basic use of ropes and knots.

➤ **Medical fitness**

A medical certificate should be issued in order to obtain both licences.

➤ **ICC**

Cyprus has not implemented the ICC.

Note:

Source:

<https://www.dms.gov.cy/dms/shipping.nsf/All/702FB97B3FE8D858C225835B0041C747?OpenDocument>,
[https://www.dms.gov.cy/dms/shipping.nsf/0/DDDD46F4F1521A34C2258320003A52C2/\\$file/HSSV_PI_121_1999.pdf](https://www.dms.gov.cy/dms/shipping.nsf/0/DDDD46F4F1521A34C2258320003A52C2/$file/HSSV_PI_121_1999.pdf)

6. Czech Republic (CZ)

➤ **General**

In Czech Republic there are two different main categories of licence (M and S), with various differences based on boat dimensions:

1. Licence type **M** authorises sailing a small vessel (up to 16 meters) without its own engine and a vessel with restricted power.
2. Licence type **M20**: authorises sailing a small craft without its own engine propulsion and a craft with its own engine propulsion with a motor power limit of up to 20 kW.
3. Licence type **M24**: authorises sailing a recreational vessel with length up to 24m. The recognition of this category can only be done within the Czech Republic.
4. Licence type **S** authorises sailing a small vessel without its own engine and a sailboat without limits in coastal waters.
5. Licence type **S20**: authorises you to operate a small vessel without engine and a sailboat up to 1nm from the coastal islands where the wind reaches up to 4 Beaufort (inshore waters or Area C).

Further, there are regulations for abroad (ICC). On international waters, the master of a small vessel is authorised to lead a recreational vessel abroad (a small vessel that is not operated by licenced water transport), so long as she fulfils the conditions for obtaining the licence of the leader of a small vessel.

- in area I – on foreign inland waterways on which the licence is recognised.
- in area C – in coastal sea waters where the authorisation is recognised, up to 1 NM from the mainland or coastal islands, up to 4° Beaufort scale.

➤ **Boating areas identified in the legislation.**

The legislation differentiates between Czech waters and international waters. As well as between sea and inshore waters. An area C is identified for maritime waters which are up to 1nm from the coastal islands where the wind reaches up to 4 Beaufort.

➤ **Types of boats**

There is differentiation based on the length (up to 24m) and of motor power up to 20kW.

➤ **Minimum age**

For all categories except from M24 minimum age is 16 years and for M24 minimum age is 18 years.

➤ **Validity of the Skippers certificate**

The maximum validity is up to 65 years after that the licence can be updated.

➤ **Theoretical knowledge and testing**

A theoretical test is necessary for the following categories:

1. For the licences of category M20, M, S20, S: a theory test is necessary as well as successful completion of the theory test at least for category M or M20, optionally for category S or S20,
2. For the M24 licence it is necessary to possess a M20 or M or S licence and have completed the theoretical test.

Examination for area C - coastal navigation at sea is intended for holders of at least category M or M20, optionally S or S20. The test contains a total of 28 questions from the subjects of international maritime law and regulations (selected sections of Act No. 61/2000 Coll., selected rules of the Convention on International Rules for Preventing Collisions at Sea - COLREG 1972), basics of navigation and marking of sea waterways - IALA system, the basics of meteorology, the basics of safety and saving life at sea.

➤ **Practical knowledge and testing**

Practical knowledge is tested in theory not on boat:

- 1) on the subject of 'rules on avoiding collision at sea': knowledge test in avoiding collision at overpassing, crossing and opposite courses.
- 2) on the 'basics of navigation': the determination of the boat position, nautical maps, their reading, and use, determining the course of navigation, measuring the distance and types or ropes as well their use with knots.

The test processing time is a maximum of 25 minutes. The test is evaluated by the number of points, 1 point is assigned for each correct answer. The applicant "passed" if he achieved at least 24 points.

➤ **Medical fitness**

The following medical tests takes place: tumour disease, endocrine and metabolic disease, diseases of the blood and blood-forming organs, diseases of the circulatory system, diseases of the respiratory system, diseases of the digestive system, excretory system, and locomotor system.

➤ **ICC**

ICC has been implemented in Czech Republic. Czech Republic recognises all such international qualifications that pursue UNECE Res. 40 regarding ICC, without further acknowledgement.

Note: Source: <https://plavebniurad.cz/dok-os/vmp>
<https://www.yachtico.com/international-boat-licences>

7. Denmark (DK)

➤ General

The following categories of licences are identified in Denmark:

- A certificate of proficiency in yachting entitles the holder to sail as member of the crew of a pleasure craft 15-24m engaged in trade in the North Sea and the English Channel as well as in trade on the British Isles, Ireland, Norway, and the Faroe Islands.
- A certificate as a yacht master, 3rd class, entitles the holder to sail a pleasure craft 15-24m, in the Baltic Sea and the North Sea, around the British Isles, Ireland, Norway, the Faroe Islands and along the coasts of Greenland as well as to function as a mate on board of a pleasure craft <24m on all seas.
- A certificate as a yacht master, 1st class, entitles the holder to operate a pleasure craft <24m engaged in trade on all seas.
- A powerboat.
- A recreational watercraft.

➤ Boating areas

In Denmark only coastal waters are considered and the following areas are identified: North Sea and the English Channel as well the British Isles, Ireland, Norway, and the Faroe Islands.

➤ Types of boats

When using (owning or hiring) a watercraft/jet ski for private use, one must hold a certificate for operators of personal watercraft. There are 6 (or 7) certificates: 1. Powerboat certificate, 2. Certificate of proficiency in yachting, 3. The proficiency of yachting you can add a motor operation, 4. Certificate as a yacht master, 3rd class, 5. Certificate as a yacht master 1st class, 6. SRC certificate for maritime VHF radio systems, and 7. Personal watercraft certificate. For a recreational craft that is <15m no manning requirements apply.

For a recreational craft between 15-24m a captain and crew holding certificates of competency must be on board.

➤ Minimum age

The minimum age is 16 years to drive a speedboat and to attend a test.

➤ Validity of the Skippers certificate

Information not available.

➤ Theoretical knowledge and testing

In the theoretical test the following knowledge is required:

- Powerboat: 1) The distribution of responsibility on board, 2) the duty to keep clear, 3) local navigational provisions, 4) on-board behaviour and safety, incl. precautions in case of fire, grounding, and collision.
- Proficiency in yachting: 1) Appropriate manning of the vessel, 2) the acquisition of relevant information about the waters concerned, 3) knowledge of the vessel and its preparation, incl. use of safety equipment, 4) the manoeuvring characteristics of small pleasure craft, 5) various types of means of propulsion, 6) safety at sea, incl. use of safety equipment, searching, alarming and treatment of frostbite.
- Proficiency In Yachting (Motor Operation): - (Only practice; no extra theory test)
- Yacht master 3rd Class: 1) Watchkeeping duty on board, 2) common navigation equipment and its limitations, 3) aids to navigation, 4) factors of importance to the vessel's safety, 5) master's obligations and responsibilities, 6) distress communication and rescue at sea.

- Yachtmaster 1st Class: 1) Ocean sailing, incl. navigation planning, navigational observations, stability conditions as well as meteorology and voyage planning, 2) use of a ship's log and calls at foreign ports, 3) safety communication in international shipping, 4) first aid, diagnosing and medical assistance, 5) the use and updating of nautical instruments and electronic aids.
- Personal Watercraft: 1) The distribution of responsibility on board, 2) the duty to keep clear, 3) local navigational provisions, 4) behaviour and safety on and around the vessel, incl. precautions to be taken in case of fire, grounding, and collision.

➤ **Practical knowledge and testing**

The following knowledge is tested per licence category:

- Proficiency In Yachting: 1) Preparing the vessel for the voyage, 2) use and correction of voyage planning, 3) steering and manoeuvring, 4) position-indicating by means of various methods, incl. terrestrial navigation, reckoning as well as GPS, 5) use of the regulations for preventing collisions at sea.
- Proficiency in Yachting (Motor Operation): The test ensures capability of performing the operation of minor ship machinery in pleasure craft in a safe manner. The test covers the main parts of the diesel engine, the functioning of the engine, electrical installations on board ships, the performance of frequent engine inspections, fire prevention and the operation of means for fire-extinguishing and bilge systems, protection of the marine environment, starting the engine, operating it and stopping it.
- Yachtmaster 3rd Class: 1) Development and control of voyage planning, 2) determining and assessing the ship's position, 3) collection and use of marine forecasts, 4) use of the regulations for preventing collisions at sea and watchkeeping duty, 5) attending to the safety of the vessel and those on board.
- Yachtmaster 1st Class: The test ensures capability of functioning in a safe way as the master of large pleasure craft engaged in trade on all seas. The test covers international navigation, seamanship and communication, meteorology, and medical care.
- Personal Watercraft: 1) Preparing the vessel for the voyage, 2) departing from and arriving at the berth, 3) the use of safety equipment, 4) the use of navigational provisions, 5) precautions to be taken in case somebody falls over board, incl. the rescue of one self and others, 6) operation at various speeds, incl. steering and manoeuvring during acceleration and at high and low speed, 7) evasive manoeuvres and emergency stops, 8) safe behaviour and continuous risk assessment during the voyage.

➤ **Medical fitness**

The following medical fitness tests are carried out:

- For proficiency in yachting and for a yacht master, 3rd class, the person concerned shall have passed a sight and hearing test for yachtsmen determined by the Danish Maritime Authority within the last 3 years prior to the issue of a certificate of competency.
- For a yacht master, 1st class, the person concerned shall have passed a sight and hearing test for yachtsmen determined by the Danish Maritime Authority within the last 3 years prior to the issue of a certificate of competency.

➤ **ICC**

Denmark has not signed and does not apply the UNECE's ICC.

Note: Source: <https://dma.dk/recreational-and-school-sailing/recreational-craft/manning-recreational-craft->

8. Estonia (EE)

➤ **General**

In Estonia there are two categories of licences one for inland and one for sea waters. A certificate is required for a sailing area of more than 25m² or engine power more than 25kW.

In the Estonian legislation a recreational craft is defined as a watercraft with overall length 2.5-24 metres (e.g. boats, sailing yachts, launches and similar watercraft), used for recreational activities or sports.

A licence is required if a recreational craft is more than 25m², the engine power is more than 25kW and/or if the watercraft is navigated within more 5nm from the shore at sea, or more than 9km from the shore on inland waters.

➤ **Boating areas identified in the legislation:**

Inland and maritime waters are being identified. In addition, an area less and more 5nm from the shore is identified as well as less and more 9km from the shore.

➤ **Types of boats**

Types of boats with more than 25kW are identified in the legislation and with a sailing area of more than 25m².

➤ **Minimum age**

Minimum age is 15 years.

➤ **Validity of the Skippers certificate**

The validity is for 10 years.

➤ **Theoretical knowledge and testing**

Tests are necessary.

➤ **Practical knowledge and testing**

Information not available.

➤ **Medical fitness**

A medical certificate is required for all categories except for the first recreational skipper holder category.

➤ **ICC**

No ICC is accepted in Estonia.

Note: Source: <https://transpordiamet.ee/en/mobility-and-transportation/driving-licence-and-right-drive/certificate-skipper-recreational-craft>

9. Finland (FI)

➤ **General**

Finland issues a licence only for ICC where you need to pass both practical and theoretical exams. Finland also has a certificate for operators of charter boats which is mandatory when acting as a charter boat master. The requirements are similar to ICC and additional a first aid and an exam on maritime legislation are required.

➤ **Boating areas**

No restrictions in national legislation. The ICC certificate is issued for inshore and coastal waters according to Resolution 40.

➤ **Types of boats**

ICC licence is mandatory for recreational vessels over 24m and valid for less than 500 gross tonnages.

➤ **Minimum age**

Minimum age for ICC is 16 years. Motorised craft 15 kW or above and any motorised or sailing craft with a hull length of 5,5 m or more, minimum age is 15 years. Recreational vessel of over 24 m length and less than 500 GT, minimum age is 18 years.

➤ **Validity of the Skippers certificate**

The validity of ICC is indefinite.

➤ **Theoretical knowledge and testing**

Theoretical knowledge for ICC is according to Resolution No 40.

➤ **Practical knowledge and testing**

Practical knowledge for ICC is according to Resolution No 40.

The renter's ability to handle and sail the boat shall be checked by the owner when renting a boat in Finland. There are no formal certificate requirements.

➤ **Medical fitness**

Medical fitness for ICC can be demonstrated for instance with a valid driving licence or with a corresponding medical statement.

➤ **ICC**

Finland has implemented and recognised UNECE's ICC Resolution 40

Note: Source: <https://www.traficom.fi/fi/kansainvalinen-huviveneenkuljettajankirja>

10. France (FR)

➤ **General**

In France there is a recreational boat licence. There are four different licence types one for inland waters and one for coastal waters and each can be extended. France also issues and accepts the ICC.

In French waters, a boat licence is necessary to be able to operate a boat when the power of the motor or motors exceeds 4.5 kilowatts or 6 horsepower.

➤ **Boating areas identified in the legislation:**

In France, two types of licences can be issued:

1. Maritime waters (permit plaisance option cotiere): for sailing <6 miles from a shelter (dock or safe anchorage appropriate to the craft) and for boats over 6hP and length less than 20m. This basic 'coastal'/'sea waters' motorboat driving licence can be extended to 'unlimited distance'/'offshore,' with no distance limit.
2. Inland waters (permit plaisance options eux interieures): for boats over 6hP and length less than 20m. The basic inland waterways licence can be extended to 'big pleasure boat,' with no boat length restrictions.

➤ **Types of boats**

For recreational boats with motor of >4,5 kW(6hP) a licence is required for both inland and sea waters. For sea waters the distance is important regardless the size of the ship. For inland waters, the first level licence is for vessels up to 20 meters.

➤ **Minimum age**

The minimum age is 16 years for the basic areas (inland and coastal/maritime licences), and 18 years for the extensions.

➤ **Validity of the boating licence**

The validity of the boating licence is indefinite but of ICC is 5 years.

➤ **Theoretical knowledge and test**

For the first level a simple theoretical test is being carried out. For the extension of the licence a more detailed test takes place. The following aspects are tested:

- For the first level licence: knowledge how to read the nautical chart. Test how to draw the navigation route on the chart, be able to identify headlights and electronic aids to navigation. Perform a tide calculation with respect to a main port by the twelfths rule.
- For the extension: knowledge on how to interpret a marine meteorology map in a simple way and know the symbols used. Knowledge of mandatory safety equipment beyond 6 miles.

- **Practical knowledge and checking**

For the first level of licence a minimum 3-hour practical training must be carried out. For the extension minimum 9 additional hours of practical training is necessary.

- **Medical fitness**

The following issues are being tested in the medical fitness: vision, hearing, upper limbs, lower limbs, neuropsychiatric and cardiovascular state, conditions that can cause sudden loss of consciousness.

- **ICC**

France does not recognise ICC Resolution No 40.

Note: Foreigners with a boat permit from their home country, or another EU country, are allowed to use a French registered vessel of the size stated in the permit. In the case of a control, a French translation of the information on the permit must be provided. French nationals holding a foreign boat permit must change it for an equivalent French permit. <https://www.angloinfo.com/how-to/france/lifestyle/sports-leisure/sailing-boat-permits> <https://first-class-sailing.com/files/firstclasssailing/PDF/BOATING-LICENCES%20-GUIDE.pdf>, <https://www.mer.gouv.fr/coordonnees-des-services-plaisance-enregistrement-des-navires-permis-plaisance#summary-target-3>

11. Germany (DE)

➤ **General information**

Germany has a federal structure. There is a federal level and a state level, and accordingly there are also state and federal waterways. The Federal Ministry for Digital and Transport is only responsible for issuing regulations for federal waterways. There may be different regulations for state waterways, for example on Lake Constance. In many cases, federal certificates for operating pleasure craft are recognised on state rivers and lakes. The following statements refer to federal waterways.

➤ **Types of certificates for operating pleasure craft and their scope of validity**

There are two main types of certificates for operating pleasure craft, the official pleasure craft licence for inland waterways and the official pleasure craft licence for maritime waterways.

The Federal Ministry for Digital and Transport applies ICC Resolution 40 and recognises corresponding licences on federal waterways.

1. pleasure craft licence (Sportbootführerschein = SBF):

The pleasure craft licence entitles the holder to operate a non-commercial pleasure craft with a motor. This also includes motorized sailing vessels. In certain areas (parts of the waterways on the Spree and Havel), the pleasure craft licence is also required for sailing boats without a motor.

The pleasure craft licence is mandatory for boats with an engine

- of more than 11.03 kW (15 PS) when using an internal combustion engine and

- 7.5 kW (9 PS) for electric motors.

It applies.

- on inland waterways for pleasure craft with a length of less than 20 m,
- on maritime waterways regardless of the length of the vessel.

A distinction is made between the following categories:

a) SBF for the area of validity of inland waterways (zones 3 and 4 BinSchUO), in short: IWM (Inland Waters, Motorised craft) and IWS (Inland Waters, Sailing craft).

b) SBF for the area of validity also on inland waterways to which the Seeschiffahrtsstraßenordnung applies (Zone 1 and 2 BinSchUO) and in the entire coastal area of the Federal Republic of Germany, in short: CWM (Coastal Waters, Motorised craft).

2. Sportpatent (sport patent (Rhine)) or Sportschifferzeugnis (sport boat certificate (waterways outside the Rhine)) can be acquired as an extended driver's licence on inland waterways for motorised recreational craft with a length of 20 to 25 metres. Additional special authorisations are required:

- for stretches with special risks within the meaning of Art. 30 of Directive (EU) 2017/2397, example: route knowledge for the Rhine,
- for maritime waterways within the meaning of Article 8 of Directive (EU) 2017/2397.

➤ **Minimum age:**

To obtain an official pleasure craft licence, the applicant must have reached a minimum age of 14 years for the IWS (sailing vessels) and 16 years for the IWM/CWM (motorboats) in addition to providing proof of medical (mental and physical) fitness. The Sportpatent and the Sportschifferzeugnis may only be obtained at the age of 18. For this, additional knowledge must be demonstrated in a theoretical examination based on the European Standards for Professional Qualifications (ES-QIN).

Note:

The "Bodenseeschifferpatent" is a driving licence issued at state level for Lake Constance and is not a driving licence for federal waterways. Driving licences in accordance with ICC Resolution 40 are not issued there.

➤ **Areas defined in the legislation:**

On the Rhine, for vessels up to 20 m in length, the same regulations apply as on all other federal waterways.

For sections of the Spree and Havel, a pleasure craft licence is also required for sailing vessels without motorisation.

In specially designated tourist areas, all in all more than 700 kilometres of federal waterways in Berlin, Brandenburg, Hesse, Mecklenburg-Western Pomerania, Rhineland-Palatinate, Saxony-Anhalt and Saarland, a charter certificate is sufficient as a driving licence. This is not an official certificate of competence, but only a one-off permit to operate a specific pleasure craft that is being rented out.

For Lake Constance, separate (state) driving licence regulations apply.

➤ **Validity of the driving licence**

The validity of the pleasure craft licence is unlimited, including the ICC certificate.

The validity of the Sportpatent and the Sportschifferzeugnis is based on the provisions of Directive (EU) 2017/2397. Therefore, for example, renewed proof of medical fitness is required from the age of 60.

➤ **Theoretical examination**

The following knowledge is tested with basic questions for all certificates of competence:

Basics:

- traffic regulations,
- ship management,
- environmental law,
- ship technology

Special knowledge for the respective area of application and the type of propulsion:

- Meteorology and navigating under certain weather conditions,
- special regulations for the area of validity (Inland Waters or Coastal Waters)
- special regulations for the type of propulsion (sail or motor).

➤ **Practical test**

The practical examination tests competencies and skills in handling and driving the vehicle.

A distinction is made between:

- Compulsory manoeuvres: all must be completed with a satisfactory result
- other (specific) manoeuvres: two of a maximum of three tasks must be completed with a satisfactory result
- Knots: Six must be completed with a satisfactory result and the application must be correctly explained

For inland navigation with sailing boats (IWS):

- Compulsory manoeuvres: mooring and casting off under sail, rescue manoeuvres under sail
- Other manoeuvres: setting/recovering sails, tacking/jibing, luffing/bearing away, steering according to wind/navigation signals, wearing a life jacket/seat belt
- Knots: Figure of eight knot, square knot, bowline, single or double sheet knot, stopper knot, weaving knot, weaving knot on slip, round turn with two half hitches, covering a cleat with a head tack

For inland navigation with motorboats (IWM)

- Compulsory manoeuvres: mooring and casting off with propulsion engine, rescue manoeuvres with propulsion engine
- Other manoeuvres: Stopping on course, turning in confined spaces, navigating according to navigation signs/landmarks, putting on a life jacket/safety belt, sound signal (one of three possible, demonstrate/explain)
- Knots: see above.

For the area of maritime waterways (CWM)

- Compulsory manoeuvres: mooring and casting off with propulsion engine, rescue manoeuvres, steering by compass, taking bearings
- Other manoeuvres: Stopping on course, turning in confined spaces, navigating according to navigation signs/landmarks, putting on a life jacket/safety belt, sound signal (one of three possible, demonstrate/explain)
- Knots: see above.

It is possible to take driving licence tests for both scopes and also for the respective propulsion type at the same time. The above-mentioned compulsory manoeuvres must all be passed successfully. Knots and other repetitive manoeuvres are reduced to the required number.

➤ **Medical fitness**

Regarding medical fitness, mental and physical fitness are checked in accordance with the tables for medical requirements from Directive (EU) 2017/2397. Required indicators for testing sufficient vision and colour discrimination as well as sufficient hearing have been adapted accordingly for the sports and leisure sector.

➤ **ICC**

German legislation is in line with the ICC and Germany has signed and recognises ICC. Driving licences for sailing vessels are only required on (selected) domestic waterways and are already permitted for a younger age (competition-related).

12. Greece (GR)

➤ **General**

In Greece there is only motorboats are mentioned in the legislation. It is unclear what is required to sail a recreational sailing boat.

Based on the Greek legislation a licence is required for a:

- Motorboat with an outboard motor (over 15 hp if it is an inflatable boat and more than 30 hp if it is another type of boat),
- Motorboat with an inboard or inboard gasoline engine over 40 hp or
- Motorboat with an inboard diesel engine (more than 50 hp if it is an inflatable boat and more than 70 hp if it is another type of boat).
- For jet ski with an engine of over 15 hp.

➤ **Boating areas identified in the legislation.**

In Greece, a boating area of up to 12nm from the coast are identified.

➤ **Types of boats**

Differentiation between motorboats and sailboats. Type of motorboats are also differentiated based on the power of the engine as it can be seen above.

➤ **Minimum age**

Minimum age is 18 years old.

➤ **Validity of the Skippers certificate**

The maximum validity is up to 65 years after that the licence can be updated.

➤ **Theoretical knowledge and testing**

A theoretical test takes place. In addition, 6hours of theoretical classes are necessary.

➤ **Practical knowledge and testing**

A practical test takes place. It is obligatory to take exams, and the candidate is also required to follow 3 hours of practical courses in a school.

➤ **Medical fitness**

The following medical tests takes place: heart exam, vision, and general physical health.

➤ **ICC**

Greece does has not signed and does not implement ICC Resolution No 40.

Note: Source: https://adeies.hcg.gr/static_adeies/gkl50.9e0998a79943.pdf

13. Hungary (HU)

➤ General

In Hungary, a licence is required to drive a small boat on inland waters (defined as: length <20m and capacity no more than 12 passengers) with either a length of ≥ 7 meters, or with engine power ≥ 14.7 KW (motorboat)/nominal sail area ≥ 10 m² (sailing boat). The following types are identified:

1) Small inland sailing boat skipper for boats less than 20 meters length

2) Small inland motorboat skipper for boats with power more than 14,7kw and smaller than 7m

A 'combined' qualification also exists, which entitles the holder to pilot both small sailing boats and small motorboats. For this, all mentioned theoretical and practical qualifications must be obtained from both categories.

There are also maritime licences, which entitle the holder to drive a small sailing- or motorboat for pleasure at sea, within various limited areas from the coast (categories I-IV), or in inland waters. A small sea sailing boat cannot exceed 24 meters length; for small inland boats, the same restrictions apply as specified above in the inland licences: <20 meters length and ≤ 12 passengers' capacity.

➤ Boating areas identified in the legislation:

In the legislation no boating areas are identified for inland waters licences.

The maritime licences in Hungary have several limitations of sailing area from the coast, dividing them into four classes: 3NM (class IV), 12 NM (class III), 200NM (class II), and unlimited (class I).

➤ Types of boats

There is differentiation between the 20 m length boats and the motorboats up to 14,7kW and length 7m.

➤ Minimum age

The minimum age is 18 years in order to be able to take the practical exam (and 17 years to take the theoretical exams) for the inland waters licences. For the maritime licences, the minimum ages are as follows: 18 years (class IV, III, and II), 21 years (class I).

➤ Validity of the Skippers certificate

The validity of the licence is 10 years.

➤ Theoretical knowledge and testing

For the inland licence, a theory exam is required in order to take the practical exam. The applicable theoretical knowledge is divided into two main subjects: Boating regulations (for inland water pleasure), and Nautical skills – either for small motorboats, or small sailing boats, depending on the type of boat licence to be acquired.

The exams for marine qualifications are defined as follows:

- Class IV: The possession of the inland boating certificate is a prerequisite. A supplementary exam must then be taken, which includes the following subjects: knowledge of transportation with a small sea boat, knowledge of operating a small sea boat, basic knowledge of navigation and cartography.
- Class III: the exam subjects are as follows: maritime navigation skills (written exam and oral exam); life safety at sea (oral exam); knowledge of the marine environment (oral exam); knowledge of maritime law – COLREG (test exam, and oral exam). Only candidates whose written examination of the subject has been deemed adequate by the examination board may take part in the subject's oral exam. In addition to this, a certificate of basic first aid skills, and specified hours of practical experience after having obtained the inland certificate or the class IV maritime qualification, are requirements also.

- Class II: the exam subjects are as follows: astronomical navigation (written and oral exam), tidal navigation skills (written and oral exam), ocean navigation knowledge (written and oral exam). Only candidates whose written examination of the subject has been deemed adequate by the examination board may take part in the subject's oral exam. Plus, additional hours of practical experience are needed after having obtained the class III qualification.
- For class I, no exam is needed. The only requirement includes additional hours of practical experience after having obtained the class II maritime qualification.

➤ **Practical knowledge and testing**

The practical knowledge below is being tested for inland qualifications:

For category I: 1. tying shipping knots, 2. knowledge of the water area, 3. propulsion control, 4. engine check, 5. inspection of the hull, 6. control of steering equipment, 7. inspection of equipment and fittings, 8. installation of a sail (sailing boat) / description of control instruments (motorboat), 9. decommissioning of sail (sailboat) / description of the use of trimming (motorboat), 10. description of standing/rigging, 11. description of moving/rigging/description of the operation of the direction switch, 12. inspection of mandatory equipment, 13. description of documents required for shipping, 14. interpretation of ship document data, 15. description of rescue equipment, 16. demonstration of the use of rescue equipment.

For Category II: 1. the examinee's actions as a ship's master (assignment of tasks to persons helping to operate the ship), 2. starting from a floating structure, shore, sea wall, buoy or anchor (overview, rope order), 3. navigation in a narrow place, 4. transition from mechanical to sailing propulsion, 5. tacking, sailing in quarter, half, three-quarter and leeward winds, 6. navigation according to course or weather conditions 7. knowledge of right and left strokes, 8. execution of drop, sharpening, 9. proper setting of sails, 10. performing a water rescue, 11. execution of a turn, 12. execution of threading, 13. transition from sailing to mechanical propulsion, 14. mooring to a floating structure, shore, seawall, buoy or anchor (overview, rope order), 15. ensuring the safety of the person.

For maritime licences I-III, as mentioned earlier, the practical knowledge is validated by hours of experience on the water.

➤ **Medical fitness**

A proof of medical fitness is required for admission to the exam, both for inland and maritime licences. This certificate is to be issued by a doctor authorised to examine the health fitness of motor vehicle drivers; in the case of inland licences, and maritime licences class III and IV. For a maritime certificate class I and II, the health certificate is to be issued by a doctor authorised to conduct seafarer medical examinations (optional for class III and IV). The exact contents of the medical fitness certificate are not specified.

➤ **ICC**

ICC is issued and recognised in Hungary.

Note: The rule to rent a boat in Hungary is that you are authorised to navigate a boat on the waterways without a licence providing that you have received both theory and practical instruction prior to departure. Once you have received this instruction by the base team you will be issued with a 'pleasure craft card' which is all you need. Please note however, the minimum age of the captain is 21 years old if you are not a boat licence holder (or 18 years old if <https://www.boat-renting-nicols.co.uk/the-blog/boating-holidays-hungary> you already have a river boat licence).

Note: Source: <https://vizgakozpont.hu/hajozas/belvizi-kedvtelesi-celu-hajos-kepesitesek>
<https://vizgakozpont.hu/hajozas/tengeri-kedvtelesi-celu-hajos-kepesitesek>

14. Ireland (IE)

➤ **General**

Ireland is in a unique position sharing access to Inland Waterways with a non-EU Member States. Inland waterways on the island of Ireland are managed by a common cross-border body, Waterways Ireland. <https://www.waterwaysireland.org/about-us/overview>

Whilst certification is not required, a broad range of certificates are available voluntarily to the enthusiast.

Whilst insurance for recreational craft is not mandatory, it is required to access most marinas and for sailing club/yacht club members - in some cases insurance companies will require evidence of certification.

Competency certificates issued by the Irish Sailing Association and how they tie in with the ICC

	Category of ICC that may be issued			
	Motor	Sail	Coastal	Inland
ISA National Powerboat Certificate.	✓	x	x	* to obtain an Inland category CEVNI test is required
ISA National Powerboat Certificate + Coastal endorsement	✓	x	✓	
ISA / IWAI Certificate of Competency in Motor Cruising on Inland Waterways	✓	x	x	
ISA Helmsman's Certificate (Motor)	✓	x	✓	
ISA Day Skipper Certificate (Sail)	✓	✓	✓	
ISA Day Skipper Certificate (Motor)	✓	x	✓	
ISA Yachtmaster Coastal (Sail)	✓	✓	✓	
ISA Yachtmaster Coastal (Motor)	✓	x	✓	
ISA Yachtmaster Offshore (Sail)	✓	✓	✓	
ISA Yachtmaster Offshore (Motor)	✓	x	✓	
ISA Advanced Sailing Skills & ISA National Powerboat Certificate	✓	✓	✓	
ISA Dinghy, Keelboat or Catamaran Instructor	✓	✓	✓	

People holding certificates that are not listed above, but which they think may be of an equivalent standard, should contact the ISA to see if they can be accepted.

Please note: we cannot accept RYA certificates (see the FAQ section).

<https://www.sailing.ie/Portals/0/documents/2022/Training/2022%20International%20Certificate%20of%20Competency%20-%20Guide.pdf>

In Ireland when sailing in inland waters no certificate is necessary for a recreational craft.-Permits are not based on competence but are for traffic management or raising revenue.

➤ **Types of boats**

The Pleasure crafts category in legislation include motorboats, (fast) power boats, and jet skis. There is no size limitation on a recreational craft in national legislation. The ICC issued by Ireland allows the operation of recreational (motor or motor & sailing) vessels of up to 80 gross tonnes or 24m.

➤ **Minimum age**

Minimum age per category is the following:

- 16 years old for an ICC licence
- 16 years to operate or control a fast powerboat (>17kts) or jet ski.
- 12 years to operate or control any mechanically propelled pleasure craft with engine power >5 hp.

➤ **Validity of the Skippers certificate**

The validity of ICC is 5 years.

➤ **Theoretical knowledge and testing**

No exam is required. In Ireland certificates are issued after the successful completion of courses from approved training centres. *Approved training centres are those approved by Irish Sailing.*

Course providers may also offer “direct access” assessment for ICC for those with prior extensive experience.

➤ **Practical knowledge and testing**

No exam is required. Although no exam is required, in Ireland certificates are issued after the successful completion of courses which are subject to assessment at training centres approved by Irish Sailing. Attendance on a course alone does not guarantee successful completion leading to a certificate.

➤ **Medical fitness**

No medical fitness certificate is necessary. For issue of ICC, the course provider is required to check that the Person has demonstrated that they are physically and mentally fit to operate a pleasure craft.

➤ **ICC**

The ICC certificate is issued in Ireland by the single approved body, Irish Sailing. Appointment as the approved body is awarded by the Department of Transport of the Government of Ireland.

Note: Source: Irish Public Authorities.

15. Italy (IT)

➤ **General**

For navigation as master of pleasure boats or ships (yachts) within Italian territorial maritime and inland waters, an Italian nautical licence is mandatory:

- a) if you are resident in Italy, whatever your nationality is.
- b) for navigation beyond six nautical miles from the coast.
- c) if main propulsion engine power installed aboard is more than 30 kW.
- d) to handle jet skis (up to 1 nautical mile from the coast).
- e) to handle pleasure ships (yachts).

- 1) Nautical licence Category A: master of pleasure boats up to 24 meters in length and jet skis. There are four types:
 - a. Nautical licence to navigate up to 12 nautical miles from the coast aboard sail or engine boats.
 - b. Nautical licence to navigate up to 12 nautical miles from the coast engine boats only.
 - c. Nautical licence to navigate without any limitation of distance from the coast aboard sail or engine boats.
 - d. Nautical licence to navigate without any limit of distance from the coast engine boats only.
- 2) Nautical licence Category B: master of pleasure ships (yachts) of more than 24 meters in length without any limitation of distance from the coast engine propulsion only. To obtain a category B licence you must have a category A licence without any limitation of distance from the coast aboard sail or engine boats for at least three years.
- 3) Nautical Licence Category C: nautical direction of pleasure boats up to 24 meters in length for people with motor disabilities – the same as Category A.

To obtain an Italian nautical licence, you must pass a theoretical exam and a practical one.

- 4) Extensions for Category A and C:
 - i. Sail extension for owners of nautical licences engine only: you must pass a practical sailing exam.
 - ii. Distance from the coast extension for owners of nautical licences to navigate up to 12 nautical miles from the coast: you must pass a theoretical exam.
 - iii. i+ii = for owners of nautical licences to navigate up to 12 nautical miles from the coast engine only: you must pass a theoretical exam and a practical sailing one.

➤ **Boating areas identified in the legislation.**

According to Montego Bay Convention, pleasure boat up to 10 meters in length not registered in the public registry (ATCN) can navigate up to 12 nautical miles from the coast.

Jet skis can navigate up to 1 nautical mile from the coast.

➤ **Types of pleasure naval units**

Natante da diporto: a pleasure boat up to 10 meters in length. Registration in the public registry (ATCN) is optional.

Imbarcazione da diporto: a pleasure boat of more than 10 meters and up to 24 meters in length. Registration in the public registry (ATCN) is mandatory.

Nave da diporto: a pleasure ship (yacht) of more than 24 meters in length. Registration in the public registry (ATCN) is mandatory.

➤ **Minimum age**

18 years old.

➤ **Validity of the Nautical licences**

Categories A and B: 10 years up to 60 years old, then 5 years. According to medical check-up, the validity of nautical licences may be limited to less years.

Category C: according to medical check-up.

Special limitations or prescriptions may be applied to all licences.

➤ **Theoretical knowledge and testing**

The theoretical requirements and test for categories A and C are the same; B has proper theoretical requirements.

➤ **Practical knowledge and testing**

For each of the licence categories theoretical and practical knowledge is necessary. The ability to manoeuvre a boat or a ship (yacht), with main propulsion by engine and sail or by engine only, needs to be demonstrated.

➤ **Medical fitness**

The assessment of physical and mental requirements is carried out by an authorised doctor or by a medical commission for complex cases on the basis of pleasure navigation acts, approved by Ministry of Health.

➤ **Crime prevention**

1. Those who have been declared habitual, professional or tendency criminals according with Italian penal code, those who are or was subjected to personal security measures or to the preventive measures provided for by Law 6th of September 2011, No. 159, as well as those who have been sentenced to a prison term of no less than three years, unless rehabilitation measures have been taken, cannot obtain a nautical licence for pleasure naval units.
2. Those who have been convicted for traffic of drug, facilitation of illegal immigration, smuggling or violation of customs laws crimes cannot obtain a nautical licence for pleasure naval units to navigate without any limitation of distance from the coast, unless rehabilitation measures have been taken.

➤ **ICC**

ICC is not issued and is not recognised in Italy.

Note: Source: Italian public authorities

16. Lithuania (LT)

➤ **General**

In Lithuania, a Certificate for Skippers of Recreational Craft can cover more than 4 qualification degrees (sailing areas):

- Skipper for inland waters (inland waters except for inland waterways).
- Skipper for inland waters (inland waters till base line of territorial sea).
- Skipper for coastal waters (inland waters and maritime waters up to 12nm offshore from national baseline).
- Yachtmaster for offshore waters (inland waters and maritime waters for up to 200 nm from base line or shelter harbour).
- Yachtmaster for ocean waters (all maritime waters of the world).

➤ **Types of boats**

In Lithuania Skippers of Recreational Craft can operate a motorboat without limitation on the length of the motorboat and without engine power limitation. Inland Waters Skipper, Coastal Skipper and Yachtmasters for coastal waters can operate a sailboat of up to 24 m. Yachtmaster for ocean waters can operate a sailboat without limitations on the length of the sailboat.

➤ **Minimum age**

Minimum age per category is the following:

- Skipper for inland waters (inland waters except for inland waterways): 16 years.
- Skipper for inland waters: 18 years.
- Skipper for coastal waters: 18 years.
- Yachtmaster for offshore waters: 18 years.
- Yachtmaster for ocean water: 22 years.

➤ **Validity of the Skippers certificate**

The validity for all certificates is up to 10 years.

➤ **Theoretical knowledge and testing**

The theoretical exam includes the following categories depending on the certificate:

- 1) Yacht construction, equipment, maintenance, and basic sailing theory (only for inland and coastal certificates),
- 2) Yacht management technique, yacht handling techniques in special conditions, safety, rescue, firefighting equipment, first medical aid,
- 3) Yacht recovery in case of an accident, sailing planning, hygiene, and medicine on board,
- 4) Hydrometeorology,
- 5) Navigation, visual and electronic navigation, fundamentals of navigation based on the stars,
- 6) Law of the sea: legislation and regulation of inland navigation (only for certificates of inland and coastal waters), legal acts regulating shipping at sea (not for inland waters certificates); maritime customs, sailing ethics, pollution prevention (not for inland waters certificates),
- 7) European Inland Waterway Regulations - CEVNI,
- 8) International rules for avoiding ship collisions at sea - COLREG.

➤ **Practical knowledge and testing**

All categories require practical training. To take the theoretical test, minimum practical experience (from the date of the last lower qualification) is required:

- Skipper for inland waters: NA.
- Skipper for coastal waters: at least 5 days of training and 100 nm sailed, at least 3 separate sailings in the logbook.

- Yachtmaster for offshore waters: this certificate can be obtained after 2 years of having the inland or the coastal skipper certificate, at least 40 days of sailing and 2000nm in at least 5 separate sailings should be demonstrated.
- Yachtmaster for ocean water: this certificate can be obtained after 4 years of having the inland or the coastal skipper certificate, at least 80 days of sailing and 4000nm in at least 7 separate sailings should be demonstrated.

➤ **Medical fitness**

A health certificate or a seafarer's health certificate valid on the day of application submission, is needed.

➤ **ICC**

The Sailing certificates are Internationally valid; the rules are approved by the Lithuanian Yachting Union in part on the basis of UNECE Res. No. 40.

Notes: Source: Lithuanian public authorities.

17. Luxembourg (LU)

➤ **General**

The following categories of licences are identified in Luxembourg:

- Inland waters permit for inland waters, rivers, and lakes.
- A coastal permit for coastal waters under 3nm from the coast
- A coastal licence for coastal waters under 6nm from the coast
- A sea licence for maritime waters without limits from the coast.

➤ **Boating areas**

In the legislation of Luxembourg, inland and coastal waters are identified as well as specific navigation areas on the Moselle, and on Lake Esch-sur-Sûre.

➤ **Types of boats**

Regarding the type of boats, a navigation licence is required for pleasure vessels greater than 7m and with engine power more than 7.35 kW, and for vessels less than 7m with habitable cabin.

Each type of permit covers a different type of vessel:

- fluvial permit: operation of a pleasure craft <20m
- coastal licence: operation of a pleasure craft <7m, without a habitable cabin (coast)
- coastal licence plus: operation of a pleasure craft <20m (coastal)
- sea licence ('sailing and motor,' or only 'motor'): operation of a pleasure craft <24m (maritime; no zone limits).

➤ **Minimum age**

No information available

➤ **Validity of the Skippers certificate**

The licence is valid for 10 years - unless the candidate applying is between 50 and 60 years old, as then the licence is valid until they turn 60.

➤ **Theoretical knowledge and testing**

In the theoretical test the following knowledge is required:

I: Fluvial permit: a) General and administrative knowledge of navigation in inland waters; b) Traffic rules; c) Sound signalling; d) Route marking; e) Engine, equipment, and safety; f) Security; g) Manoeuvres, anchoring in various locations.

II: Coastal licence (and plus): a) Fires; b) Route marking; c) Position; d) Currents and tides; e) International Regulations for Preventing Collisions at Sea (COLREG); f) Safety; g) Meteorology; h) Manoeuvres, anchoring in various locations; i) Legislation.

III: Sea navigation licence: a) Mapping; b) Fires; c) The markup; d) Nautical works and documents; e) Instruments; f) Position; g) Offshore navigation; h) Currents and tides; i) International Regulations for Preventing Collisions at Sea (COLREG); j) Security; k) Meteorology; l) Manoeuvres, anchoring; m) Legislation.

➤ **Practical knowledge and testing**

The following knowledge needs to be demonstrated to obtain the fluvial and the coastal permit:

- 1) type of boat,
- 2) engine, transmission, propulsion,
- 3) administrative documents/on-board documents,
- 4) safety and environment,
- 5) manoeuvring the motorboat,
- 6) navigation rules.

For the sea licences the following additional knowledge is necessary:

- 1) sail and motor,
- 2) preparing the boat and designing navigation route before departure,
- 3) master the equipment,
- 4) manoeuvres,
- 5) security,
- 6) navigation under fog.

➤ **Medical fitness**

No information available.

➤ **ICC**

Holders of an ICC can request an endorsement of their licence, which allows them to navigate within Luxembourg/under the Luxemburg flag, and within the limits of this foreign licence.

Notes: Source: <https://maritime.public.lu/en/pleasure-craft/permis-navigation.html>

18. Malta (MT)

➤ **General**

The legislation in Malta requires for a skipper of a recreational boat to hold the following licence:

1. Nautical Licence: the holder is allowed to sail a small craft of up to 24m and within the territorial waters of Malta.

As small craft is defined as a ship under 24m in length employed solely in the navigation within the territorial waters of Malta, whether mechanically driven or not and whether privately or commercially used including all types of boats such as sailing boats, motorboats, jet skis, fishing boats, etc.

➤ **Boating areas identified in the legislation.**

In the legislation of Malta, a differentiation is identified from 35nm from the safest haven.

➤ **Types of boats**

Two types of boats are identified in the legislation crafts with up to and over the 24m length.

➤ **Minimum age**

Minimum age for all certificates is 18 years.

➤ **Validity of the Skippers certificate**

All certificates have maximum validity of 10 years after which it can be renewed.

➤ **Theoretical knowledge and testing**

Theoretical courses are required, and an oral examination needs to be passed. The following knowledge is necessary:

- Theory:
 - Types of crafts
 - Types of engines and drives
 - Fuel tanks
 - Maintenance check
 - Use of GPS
 - Legislation
 - Single letter meaning of the International Code Flags, principally: A, B, C, F, J, N, O, V & W
 - Communication with other crafts
 - Ropes and knots
 - Emergency signals
 - Disabled craft, emergency actions, preventing sinking.
- Basic coastal navigation
- Operating vessels at high speeds
- Basic First Aid
- Basic Fire Fighting

There is a minimum of 24 hours classes for both theory and practise.

➤ **Practical knowledge and testing**

Practical courses are required, and practical examinations need to be passed. The following knowledge is necessary:

- Launching and recovery of sails
- Boat Handling
- Securing to a Buoy
- Anchoring
- Mooring and docking
- Man overboard.

➤ **Medical fitness**

Medical certificates must be revalidated every 5 years. Over the age of 65, this must be done annually. The following tests are required: 1 Cardiac; 2 Diabetes Mellitus; 3. Nervous System; 4. Psychotic Illness; 5. Vision; 6. Malignant Growths; 7. Musculoskeletal System.

➤ **ICC**

UNECE's ICC Resolution No.40 has not be signed by Malta.

Note: Source: <https://legislation.mt/eli/sl/499.52/eng>

19. The Netherlands (NL)

➤ **General**

In the Netherlands, a boat licence is needed to operate a fast motorboat (≤ 20 meters, and ≥ 20 km/h) or a recreational boat with a length over 15 meters. There are three types of licences:

- 1) Klein Vaarbewijs

- a. Klein Vaarbewijs I (KVB I): The small boat licence I applies to sailing on rivers, canals, and lakes and the Gouwzee.
 - b. Klein Vaarbewijs II (KVBII): The small sailing licence II is valid on 'rivers-canals-lakes,' Eems/Dollard, the Waddenzee, the IJsselmeer, Markermeer, IJmeer and on the Oosterschelde and Westerschelde.
- 2) Groot Pleziervaartbewijs (GPb): needed for boats longer than 25m but no more than 40m.
- a. GPb I: The Large Pleasure Boat Certificate I applies to sailing on rivers, canals, and lakes.
 - b. GPb II: The Large Pleasure Boat Certificate II applies to sailing on all inland waterways.
- All licences specified above are also International Certificates of Competence (ICC) in the applicable areas (inland, or inland and coastal waters).

➤ **Boating areas identified in the legislation.**

In the legislation the following areas are identified:

- Rivers, canals, lakes, and coastal waters.
- The legislation requires knowledge on the tidal system.

➤ **Types of boats**

The legislation identifies between fast (>20km/h) motorboats, e.g. water scooters & jet skis (<20m) and recreational vessels (15-25m).

➤ **Minimum age**

The minimum age is 18 years for all three types of licence.

➤ **Validity of the boating licence**

The validity of the boating licence is indefinite even for the ICC certificates issued in the Netherlands. In case of health problems, the boating licence is valid for a specific time.

➤ **Theoretical knowledge and test**

- 1) To get the small sailing licence I, one must pass the theory exam KVB1. The exam contents include Legal provisions that are important for navigation on rivers, canals, and lakes; propulsion machinery handling and safety precautions; waterways, fairway conditions and basic meteorology; sailing and manoeuvring and measures under special circumstances.
- 2) To get the small sailing licence II, one must pass the theory exams KVB1 (see above) and KVB2. The latter includes the statutory provisions that are important for the safety of navigation on wide waterways on which a certificate II is required, and questions on navigation.
- 3) To get the Large Pleasure Boat Licence II, one must firstly be in possession of a small sailing licence II. Following, one must have passed both theory exams (GMSA which includes questions about regulations; and GMSB which includes boating area knowledge, tools and instruments, technique, manoeuvring, ship knowledge, and safety). After this, one must take the practical exam CWO Large Motor Vessel (Groot Motorschip) as well – see below.

➤ **Practical knowledge and checking**

For the large pleasure boat certificate II (GPb II) one needs to show practical knowledge and checking the ship the engine, the safety equipment. Also, the manoeuvre and the anchoring, mooring, and docking of the boat are tested.

➤ **Medical fitness**

To get either of the three licences, the candidate must comply with the standards of the inspection requirements for inland boating. The following issues are being tested for medical fitness:

epilepsy/seizures/fainting/abnormal sleepiness/other problems related to consciousness; Vertigo; mental issues (depressions, psychoses, anxiety, etc.); strokes; conditions affecting the brain and nervous system; diabetes; physical disability; previous treatment or examination for drugs/addiction; use of medication which could affect sailing ability; other physical conditions which could affect sailing ability.

➤ **ICC**

The Netherlands accept the ICC and issue international certificates equivalent to ICC for KVBI and KVBI. However, for KVBI practical knowledge is tested and the weather conditions are not included in the theoretical examination.

Note: Source: <https://www.rijksoverheid.nl/wetten-en-regelingen>

20. Poland (PL)

➤ **General**

In Poland, a licence is required for sailing boats and yachts that are greater than 7.5m or motorboats with a power greater than 10kW. In the Polish legislation the following licences are identified:

- 1) A yacht sailor that entitles the holder sail sailing yachts in inland waters; and to sail sailing yachts with length up to 12m inshore waters and in the zone up to 2nm from the shore during the day.
- 2) A yacht helmsman licence entitles the holder to sail a sailing boat in inland waters; and a sailing boat with a length up to 18m in sea waters.
- 3) A yacht captain licence permits the holder to sail all type of sailboats in both inland and sea waters.
- 4) A motorboat helmsman licence entitles the holder to operate any motorboats in inland waters; and to operate motorboats with length up to 12m in inshore waters and in the zone up to 2nm from the shore during the day.
- 5) A motorboat sea helmsman licence entitles the holder to operate motorboats in inland waters and a motorboat with a length up to 18m in sea waters.
- 6) A motorboat captain licence permits the holder to sail all type of motorboats in both inland and sea waters.

➤ **Boating areas identified in the legislation:**

In the legislation inland, inshore (up to 2nm from the shore) and sea waters are identified.

➤ **Types of boats**

The following type of boats have been differentiated in the Polish legislations:

- 1) Boats with length up to 12m (for yachtsman's patent and motorboat helmsman licence)
 - 2) Boats with length up to 18m (for yacht helmsman licence and motorboat sea helmsman licence)
- No motorboat types in terms of engine power are identified in the legislation.

➤ **Minimum age**

The minimum age needs as per licence type is.

- 14 years: yacht sailor.
- 14 or 16 years for motorboats helmsman depending on the power of the engine.
- 18 years for all remaining categories.

➤ **Validity of the Skippers certificate**

No information available.

➤ **Theoretical knowledge and testing**

For the yacht sailor the yacht and motorboat helmsman and the motorboat sea helmsman theoretical classes are necessary, and the following topics need to be covered:

- **Yacht sailor:** 1) basic parts of yachts; 2) sailing theory; 3) rules for operating and manoeuvring the yacht under sail and on the engine; 4) the basics of pilotage; 5) basics of water rescue; 6) meteorology; 7) navigation aids; 8) protection of water against pollution; 9) basic rules of the right of way on sea and inland waterways; 10) yacht etiquette - rules of behaviour on a yacht and sailing customs.
- **Yacht helmsman:** 1) basic parts of sea sailing yachts; 2) pilotage; 3) navigation; 4) meteorology; 5) signalling and communication; 6) water rescue; 7) voyage route planning; 8) basic rules of the right of way on sea and inland waterways.
- **Motorboat helmsman:** 1) basics of building motor yachts; 2) engines and drive systems; 3) manoeuvring a motor yacht; 4) rules for operating jet skis; 5) basics of the location; 6) water rescue knowledge; 7) information in the field of meteorology; 8) navigation aids; 9) protection of waters against pollution; 10) basic provisions of the right of way on sea and inland waterways.
- **Motorboat sea helmsman:** 1) basic parts of a yacht; 2) engines and drive systems; 3) location; 4) navigation; 5) meteorology; 6) signalling and communications; 7) cruise planning; 8) rescue; 9) protection of waters against pollution; 10) basic provisions of the right of way on sea and inland waterways.

For the captain licences no additional theoretical exams are necessary given that the holder has already acquired the sea helmsman licences.

➤ **Practical knowledge and testing**

The practical knowledge below is being developed general knowledge of craft, use and carriage of safety equipment and serviceability of the engine/sails, b) operating the craft and understanding the influence of wind, current, interaction and limited keel clearance, c) conduct during meeting and overtaking other vessels, d) anchoring and mooring under all conditions, e) manoeuvring in locks and ports, f) general knowledge of weather conditions, g) general knowledge of navigation, in particular establishing a position and deciding a safe course, h) VHF communication skills. For the update to a yacht captain licence additional experience is required. Specifically, the candidate should have made at least six voyages in sea waters, including time of at least 1.200 sailing hours, incl. at least 400 hours of self-driving. For the update to a motorboat's captain licence additional experience is required. Specifically, the skipper should have completed at least six voyages in sea waters in total during at least 1,200 hours of sailing, including at least 400 hours of unassisted sailing of a yacht of a hull over 7.5 m, and has made at least one voyage of over 100 hours of sailing on a yacht with a hull length of over 20m and one voyage of over 100 hours of sailing on tidal waters with a call at least in two tidal ports.

➤ **Medical fitness**

The main points that need to be covered during the medical test: 1) Mental and physical ability to be certified by a certificate issued by a doctor and not older than 3 months at the time of application submission, 2) sufficient colour discrimination ability to be proven by a recognised medical test.

➤ **ICC**

UNECE's ICC Resolution 40 has not been adopted in Poland.

Note: Source: <https://isap.sejm.gov.pl/isap.nsf/download.xsp/WDU20130000460/O/D20130460.pdf>

21. Latvia (LV)

➤ **General**

In Latvia, the following categories can be identified for boats up to 24 meters length:

- **IS:** inland yacht operator for a sailing yacht
- **IM:** inland yacht operator for motorboat

- **C1S:** coastal yacht operator for a sailing yacht
 - **C1M:** coastal yacht operator for a motorboat
 - **C2S:** yacht captain for a sailing yacht
 - **C2M:** yacht captain for a motorboat
 - **C3S:** deep sea yacht captain for a sailing yacht
 - **C3M:** deep sea yacht captain for a motorboat.
- **Boating areas identified in the legislation.**
- **IS, IM** for inland waters.
 - **C1S, C1M** for inshore waters (inland and coastal waters up to 3nm from the coastline and the coastal part of the Gulf of Riga and the Baltic Sea up to the outer border of Latvian territorial seas)
 - **C2S, C2M** for offshore waters (inland, coastal, and sea waters)
 - **C3S, C3M** for sea waters (inland, coastal, sea waters, and ocean unlimited area).

➤ **Types of boats**

Both sailing and motorboats with length up to 24m.

➤ **Minimum age**

Minimum age is 16 years.

➤ **Validity of the Skippers certificate**

The validity is for 10 years.

➤ **Theoretical knowledge and testing**

The theoretical exam includes the following categories:

- 1) pilotage of vessels.
- 2) safe speed of vessels.
- 3) sailing under and near bridges.
- 4) lights, signs, and signals of vessels.
- 5) collision avoidance.
- 6) action in the event of an accident on the water.
- 7) qualification of recreational boat drivers.
- 8) navigation marks and lights.
- 9) basic knowledge of the protection of human life on water.
- 10) basic knowledge of regulatory requirements for navigation in inland waters, as well as port formalities.
- 11) types of recreational vessels, construction, principles of operation, peculiarities of management

For the C1 category the following theoretical knowledge is tested.

- 1) basic principles of coastal navigation.
- 2) prevention of ship collisions at sea in accordance with the 1972 Convention on International Regulations for Preventing Ship Collisions (COLREG-72) (at the level of understanding).
- 3) emergency signals.
- 4) communications with shore services.
- 5) meteorology.
- 6) environmental protection.
- 7) personnel survival skills.

➤ **Practical knowledge and testing**

Practical knowledge is examined only for the ICC. The following knowledge is examined.

- 1) knowledge of relevant regulatory acts and navigational publications.
- 2) navigational and technical knowledge and the ability to apply it in practice.
- 3) behaviour in special circumstances and related knowledge.
- 4) other skills and related knowledge:
 - a. supply norms,
 - b. preparing the ship for departure.
 - c. ship departure and arrival.
 - d. manoeuvre "Man overboard!"
 - e. trip over the triangle distance.

For the C1 category, a certificate of sea practice is needed, which contains an indication of 500 nautical miles sailed on the relevant type of recreational boat. For C2 the aforementioned is needed plus a certificate of sea practice for having sailed 1,000 nautical miles on the relevant type of vessel; for C3, the aforementioned is needed, plus a certificate of sea practice for having sailed 2,000 nautical miles outside the Baltic Sea on of the relevant type of vessel.

➤ **Medical fitness**

A medical examination (health statement) is necessary; this needs to be performed by a GP or with medical commissions established in medical institutions.

➤ **ICC**

Latvia has signed and recognises the ICC Resolution No 40.

Note: Source: <https://www.csdd.lv/en/driver-s-licence-for-a-pleasure-craft/general-information-and-test>, <https://www.csdd.lv/en/international-certificate-for-operator-of-pleasure-craft/general-information>

22. Portugal (PL)

➤ **General**

In the Portuguese legislation the following licences are being identified based on the navigational areas:

- 1) Junior sailor: may navigate a vessel at daytime in max. 1nm from the low-water line and 3nm from any harbour.
- 2) Sailor: may navigate a vessel at daytime in max. 3nm from the coast and 10nm from any port of refuge.
- 3) Local Skipper: may sail within sight of the coast from max. of 25nm from any harbour and 6nm from the coast.
- 4) Coast Skipper: may navigate up to a distance from the coast of up to 40nm.
- 5) Skipper of the high seas: may sail a vessel without any restriction on the distance from the coast.

➤ **Boating areas identified in the legislation:**

In the legislation various areas depending on the distance from the coast can be identified. For more information you can refer above.

➤ **Types of boats**

Each category permits a different type of boat to be sailed:

- Junior sailor: Enables the holder to command a recreational vessel of length <6m, with an installed engine power of <4.5kW during daytime.
- Sailor: Enables the holder to command a recreational vessel in daytime navigation the following limits:
 - From 16-18 years old: boat <6m in length with installed engine power of <22.5 kW, jet skis and motorised boards regardless of their power.
 - 18 years: boat of length <12m, with installed power adequate to its certification.
- For the other three categories, no maximum dimensions of the boat are specified.

➤ **Minimum age**

The minimum age varies per type of certificate:

- 8 years old for the junior sailor licence.
- 16 years old for the sailor's licence (or 18, if the boat is >6 (6-12) m, and power >22.5kW).
- 18 years old for the remaining licences.

➤ **Validity of the Skippers certificate**

Indefinite validity for the licences, up to age 70; then the licence must be renewed every 5 years. Once the holder turns 80 years old, it must be renewed every 2 years.

➤ **Theoretical knowledge and testing**

For all categories, a theoretical test with the following topics covered:

- **Junior sailor:** 1) legislation, 2) fundamental characteristics of a vessel, 3) types of pleasure craft, 4) general nomenclature of small vessels, 5) propulsion and steering means, 6) small vessels; nomenclature and language, 7) tides, currents and winds; 8) anchoring manoeuvres, 9) basic navigation rules to avoid collisions, 10) knowledge of the meaning of flags «A» and «B» of the International Code of Signals, 11) basics of first aid.
- **Sailor:** 1) regulations, 2) main parts of a vessel, 3) types of pleasure craft, 4) nomenclature and style of small vessels, 5) propulsion and steering means, 6) tides, currents and winds, 7) anchoring and mooring, 8) anchoring manoeuvre, 9) navigation rules to avoid collisions, 10) pilotage and manoeuvring, 11) safety on board, 12) basics of meteorology, 13) basics of first aid, 14) basic knowledge of communications in the maritime mobile service, 15) knowledge of the meaning of flags «A» and «B» of the International Code of Signals (CIS), 16) generic notions about engines, 17) reservation of the marine environment.
- **Local Skipper:** 1) regulations, 2) maritime navigation chart, 3) orientation using a compass, 4) lighthouses and signalling, 5) navigation limits in coastal and restricted waters, 6) tides, currents and winds, 7) general information about radar and its use in navigation and to avoid collisions, 8) introduction to GPS, 9) buoys, 10) general information on probes, 11) navigation and manoeuvre rules of COLREG, 12) VHF knowledge, 13) general knowledge of meteorology, 14) manoeuvres of anchoring, mooring and leaving a pier, a buoy or another vessel, 15) safety on board and accident prevention, 16) general information about engines.
- **Coast skipper:** 1) stability of the vessel, 2) equipment, 3) coastal navigation, 4) calculation of the navigation route, 5) navigation in restricted waters, 6) navigation using the vessel equipment 7) nautical meteorology, 8) safety, 9) international regulations to Prevent Collisions at Sea (COLREG), 10) international Code of Signals (CIS), 11) basics of first aid.
- **Skipper of the high seas:** 1) astronomical navigation (nautical almanac, use of tables, calculators and software dedicated to astronomical navigation, position by observation of the Sun, planning observations at twilight, point for stars, planets and Moon, checking needle deviations at sunrise and sunset), 2) orthodromic, loxodromic and mixed course, 3) GPS navigation, 4) VHF, 5) meteorology.

For skipper licences categories also, an oral exam is included. In the higher categories oral examination is also included.

➤ **Practical knowledge and testing**

In the practical exam the candidate demonstrates how to apply the theoretical knowledge in practise. In general in each category the candidate demonstrates their ability to carry out the following actions (the difficulty increases as the licence level increases) : a) general knowledge of the craft, use of safety equipment and maintenance and fixing of the engine/sails when necessary, b) operating the craft and

understanding the influence of wind, current, interaction and limited keel clearance, c) conduct during meeting and overtaking other vessels, d) anchoring and mooring under all conditions, e) manoeuvring in locks and ports, f) general knowledge of weather conditions, g) general knowledge of navigation, in particular establishing a position and deciding a safe course, h) VHF communication skills.

For the coast skipper and skipper of the high seas the candidate should demonstrate: a) principles of accident prevention (e.g. man overboard manoeuvre), b) action in case of collisions, engine failure and running aground, including the sealing of a leak, assistance in cases of emergency, c) use of lifesaving devices and equipment, d) fire prevention and firefighting, e) avoiding water pollution.

➤ **Medical fitness**

The individual is tested in terms of visual capabilities (colour and general vision acuity), hearing, and his/her general physical and mental health. The fitness assessment is based on a clinical examination and the diagnostic test results should be issued by a recognised medical practitioner.

➤ **ICC**

Portugal have not implemented the ICC Resolution 40. Other European certificates/licences are valid/recognised in Portugal without need for additional national examination if the contents comply with Portuguese regulations.

Note: Source: <https://www.dgrm.mm.gov.pt/am-nr-navegador-recreio>

23. Romania (RO)

➤ **General**

In Romania, the following types of licences are identified:

- 1) Skipper's certificate Class A: entitles the holder to operate a pleasure craft on inland and sea waters.
- 2) Skipper's certificate Class B: entitles the holder to operate a pleasure craft on sea waters in an area from up to 25nm from the coast.
- 3) Skipper's certificate Class C: entitles the holder to operate a pleasure craft on sea waters in an area from up to 6nm from the coast.
- 4) Skipper's certificate Class D: entitles the holder to operate a pleasure craft only in inland waters.

In order to operate a pleasure craft or a watercraft with an engine power of up to 3.68 kW / 5 HP, it is not necessary to have a licence.

➤ **Boating areas identified in the legislation.**

In the legislation, inland and sea waters are being identified. Also, sea waters areas are being identified for up to 25nm and 6nm from the coast. Further, the Danube River is mentioned explicitly.

➤ **Types of boats**

There is differentiation based on engine power up to 3.68kW.

➤ **Minimum age**

The minimum age for both categories is 18 years.

➤ **Validity of the Skippers certificate**

No information available.

➤ **Theoretical knowledge and testing**

For all certificates theoretical knowledge on the following topics is being tested: 1) Knowledge of the relevant regulations and nautical publications, traffic regulations applicable on inland waterways and

in all maritime areas, especially RND – navigation regulation on the Danube river, COLREG, 2) the international regulation for the prevention of tacks at sea, including aids to navigation (marking and buoyage of waterways); 3) safety regulations.

➤ **Practical knowledge and testing**

The following practical knowledge is being tested: a) general knowledge of craft, use and carriage of safety equipment and serviceability of the engine/sails, b) operating the craft and understanding the influence of wind, current, interaction and limited keel clearance, c) conduct during meeting and overtaking other vessels, d) anchoring and mooring under all conditions, e) manoeuvring in locks and ports, f) general knowledge of weather conditions, g) general knowledge of navigation, in particular establishing a position and deciding a safe course, h) VHF communication skills.

Practical knowledge in the following special situations is being tested: a) principles of accident prevention (e.g. man overboard manoeuvre), b) action in case of collisions, engine failure and running aground, including the sealing of a leak, assistance in cases of emergency, c) use of lifesaving devices and equipment, d) fire prevention and firefighting, e) avoiding water pollution.

➤ **Medical fitness**

Medical fitness certificate is required. The candidate's visual and auditory ability is assessed.

➤ **ICC**

The ICC Resolution No 40 has been signed and implemented in Romania. Romanian authorities recognise ICC. Apart from ICC Romanian authorities recognise certificates that have been issued by recognised authorities.

Note: Source: <https://portal.rna.ro/english/Pagini/Ordinul%20527%20din%202016.pdf>

24. Slovakia (SK)

➤ **General**

The following licences for small vessels are necessary in Slovakia:

- 1) Licence category A: skippers of small vessels with engine power from 4kW to 20kW
- 2) Licence category B: skippers of small vessels with engine power for more than 20kW
- 3) Licence category C: skippers of a small vessel (sailboat) with a sail area of more than 12m²

Based on the Slovakian legislation the small vessel is defined as a vessel with hull length of up to 20m and intended for the transport of no more than 12 passengers.

➤ **Boating areas identified in the legislation:**

In the legislation no boating areas are identified.

➤ **Types of boats**

There is differentiation between the motorboats of 4-20 kW, motorboats of more than 20kW and the sailboats are differentiated based on their weight and the areas of the sails.

➤ **Minimum age**

The minimum age to take the required test is 15 years for category A and 18 for the rest of the categories.

➤ **Validity of the Skippers certificate**

The validity of the licence is indefinite.

➤ **Theoretical knowledge and testing**

For all licence types of an exam of theoretical knowledge is required.

The following knowledge is tested: a) European Rules for navigation on inland waterways, b) navigational geography, c) navigational science, d) generally binding legal regulations in inland navigation, e) shipbuilding, f) ship machinery, g) marine electrical engineering, h) sailing theory.

The scope and the complexity of the knowledge topics included in the theoretical examination, differs per licence category.

➤ **Practical knowledge and testing**

Practical knowledge focuses on the ability to sail a small vessel and tests the following topics: a) voyage planning, b) preparation of a small vessel for sailing, c) steering and sailing the designated course, d) anchoring, mooring, standing still and manoeuvring; if it is a small vessel with sails and engine both the use of the engine and the use of the sails are being tested, e) work on board, including work with ropes, f) use of rescue equipment, g) dealing with emergency situations, for example man overboard, fire on board.

➤ **Medical fitness**

A medical certificate, no older than 3 months at time of application, is required.

➤ **ICC**

Slovakia has implemented the UNECE's Resolution No 40 and ICC is recognised by the Slovakian authorities.

Note: Source: http://plavba.nsat.sk/wp-content/uploads/sites/4/2022/02/1_2022_Postup_DU_Skusobny_poriadok_pre_skusky_vodcu_male_ho_plavidla.pdf

25. Slovenia (SL)

➤ **General**

In Slovenia it is necessary a licence to sail all boats with an engine over 7.35 kW and a length over 7 meters.

➤ **Boating areas identified in the legislation.**

Identification of sea areas in a distance of 12nm or 24nm and for motorboats for 20kw.

➤ **Types of boats**

There is differentiation based on the length (up to 24m).

➤ **Minimum age**

To participate in the exams, and to operate a boat with a length less than 12 meters, being 16 years is required; in order to operate a boat of more than 12meters, one must be at least 18 years old.

➤ **Validity of the Skippers certificate**

The validity is indefinite.

➤ **Theoretical knowledge and testing**

An oral theoretical exam is required to test the knowledge on the following: 1) rules on avoiding collision at sea, 2) maritime regulations, 3) basics of navigation, 4) basics of engine operations, 5) seafarer work and skills. In addition, for inland waters, these subjects apply: 6) rules on navigation on inland waters 7) regulations on navigation on inland water.

➤ **Practical knowledge and testing**

Practical knowledge is tested in theory not on boat:

- 1) on the subject of 'rules on avoiding collision at sea': knowledge test in avoiding collision at overpassing, crossing and opposite courses.
- 2) on the 'basics of navigation': the determination of the boat position, nautical maps, their reading, and use, determining the course of navigation, measuring the distance and types or ropes as well knots.

➤ **Medical fitness**

No separate medical fitness certificate is required: a written statement on the issued driver's licence or a medical certificate, which is necessary for obtaining a driver's licence, is considered a certificate of medical fitness.

➤ **ICC**

Slovenia does not recognise UNECE's ICC Resolution No 40.

Note: Source: <https://spot.gov.si/en/activities-and-professions/permits-and-declarations/boat-master-exam/>

26. Spain (ES)

➤ **GENERAL**

A) LICENCES

In Spain there are the following titles or licences to operate recreational boats, jet skis or nautical devices, ordered from lowest to highest:

- 1) **Navigation licence** that entitles the holder to operate motorised recreational boats up to 6 meters in length, within 2 nautical miles from the port, marina, or place of shelter in the daylight. This licence is also valid for jet skis.
- 2) **Pattern for basic navigation** entitles the holder to operate motorised recreational crafts of length smaller than 8 meters in length sailing in less than 5 nautical miles from a port, marina, or place of shelter. In addition, is also valid for jet skis. With this licence the holder can sail both during daylight and night.
- 3) **Recreational skipper:** this licence entitles the holder to operate motorised recreational crafts with length up to 15 meters in length and jet skis within 12 nautical miles from the coast and between the island of the Balearic and Canary archipelago. With this licence the holder can sail both during daylight and night.
- 4) **Yacht Skipper:** this licence entitles the holder to operate motorised recreational crafts up to 24 meters in length in the area between the coast and a line parallel to it drawn at a distance of 150 nautical miles from the coast and within the Balearic and Canary archipelago, both during daylight and night.
- 5) **Yacht Master:** this licence entitles the holder to operate motorised recreational crafts up to 24 meters in length without geographical restrictions and is also valid for jet skis. The holder can sail both during daylight and night.

On top of that, it is possible to obtain additional qualifications by carrying out additional regulatory navigation and sailing practices. These additional skills would be:

- 1) **Pattern for basic navigation** entitles the holder to operate recreational sailing crafts, under the same conditions as motorised ones.
- 2) **Recreational skipper:** entitles the holder to operate recreational sailing crafts under do the same conditions as motorised ones.

In addition, it also allows to operate motorised and sailing recreational crafts up to 24 metres in length, within 12 miles of the coast as well as between the islands of the Balearic and Canary archipelago, and navigation between the Balearic Islands and the Iberian Peninsula, including the islands in between.

- 3) **Yacht Skipper** entitles the holder to operate recreational sailing crafts, under the same conditions as motorised ones.
- 4) **Yacht Master** entitles the holder to operate recreational sailing crafts, under the same conditions as motorised ones.

B) Exception

In general, to operate motorised recreational crafts with a maximum power of 11.26 kilowatts and up to 5 metres in length, sailing boats up to 6 metres in length and floating or beach devices, with the exception of jet skis, it will not be necessary to be in possession of the licences mentioned above, provided that they sail within 2 nautical miles from a port, marina or shelter and the activity is carried out only under daylight navigation.

The Navigation Licence, as well as the Pattern for basic navigation and the Recreational skipper licences can be obtained directly, however, to obtain the Yacht skipper and Yacht master licences the holder needs to get previously the lowest licences.

➤ **Boating areas identified in the legislation.**

The licences authorise specific navigation areas, depending on the licence, and which may be 2, 5, 12 or 150 nautical miles, except for the yacht master licence, which allows navigation without geographical limitation.

Reference is also made to navigation between the islands of the Balearic and Canary archipelago and to navigation between the Balearic Islands and the Iberian Peninsula and its intermediate islands.

➤ **Types of boats**

There is differentiation based on the length (5, 8, 15 and 24 meters in length).

➤ **Minimum age**

For Navigation licence and Pattern for basic navigation, minimum age is 16 years old, provided that they have the consent of their parents or guardians.

The minimum age for the other licences is 18 years.

➤ **Validity of the Skippers certificate**

The validity of the licence is 10 years. After that licence can be renewed with a new medical certificate. After 70 years old the holder needs to renew every five years.

If a change in the psychophysical conditions occurs, such that it could affect the conditions to operate de recreational crafts, the interested party, either by himself or at the request of the competent administration, must carry out a new psychophysical examination, submitting to the latter the new report of psychophysical aptitude within a period of 3 months.

Based on the results of the medical examinations, restrictions on navigation may be established or it may be required that the navigation be always accompanied.

➤ **Theoretical knowledge and testing**

There is no obligation to take theory courses, but it is mandatory to pass a theoretical exam called by the competent administration based on a syllabus defined for each category, except to obtain the navigation licence for which there is no theoretical exam.

The syllabus for each category is different, but in general the theoretical course covers, among other topics:

- 1) Introduction to practical contents.
- 2) Limitations to navigation on unmarked and marked beaches and their access channels.
- 3) Regulations regarding maritime traffic and inland navigation in ports.
- 4) Lateral marks of region A.
- 5) Way of steering the boat to avoid swinging and pitching, and the importance of not crossing into the sea.
- 6) Regulations to Prevent Collisions.

The complete content of the syllabus to be covered in the practices are included in Annex II of Royal Decree 875/2014, of October 10, which can be consulted at the following link ([Real Decreto 875/2014, de 10 de octubre, por el que se regulan las titulaciones náuticas para el gobierno de las embarcaciones de recreo. \(boe.es\)](https://www.boe.es/boe-2014-10-10/BOE-A-2014-21111-0001.html))

For each type of licence, the duration of the theoretical exam is different as well as the number of correct answers required to pass it:

- Pattern for basic navigation (27 questions in 45 minutes, at least 17 correct answers)
- Recreational skipper (45 questions in 90 minutes, at least 32 correct answers)
- Yacht Skipper (40 questions in 2 hours, at least 28 correct answers)
- Yacht Master (40 questions in 2 hours and 30 minutes, at least 28 answers)

The complete content of the aspects to be covered in the practices are included in Annexes III, IV, V and VI of Royal Decree 875/2014, of October 10, which can be consulted at the following link ([Real Decreto 875/2014, de 10 de octubre, por el que se regulan las titulaciones náuticas para el gobierno de las embarcaciones de recreo. \(boe.es\)](https://www.boe.es/boe-2014-10-10/BOE-A-2014-21111-0001.html))

➤ **Practical knowledge and testing**

The candidate must follow navigation practices and radio courses to be able to obtain the title and they cover different subjects, such as:

- 1) Knowledge and management of safety material, review of the critical points of the boat and checks prior to going out to sea.
- 2) Identification of the elements of the propulsion installation.
- 3) Engine starting and functional checks.
- 4) Management of ropes and basic knots.
- 5) Manoeuvres in the dock, berths and unberths.
- 6) Safety speed.
- 7) Anchoring and hauling manoeuvre.
- 8) Precautions with swimmers and divers and 10) Security manoeuvres.

The complete content of the aspects to be covered in the practices are included in Annexes III, IV, V and VI of Royal Decree 875/2014, of October 10, which can be consulted at the following link ([Real Decreto 875/2014, de 10 de octubre, por el que se regulan las titulaciones náuticas para el gobierno de las embarcaciones de recreo. \(boe.es\)](https://www.boe.es/boe-2014-10-10/BOE-A-2014-21111-0001.html))

The duration of each of the practices for the different licences will be at least that reflected in the following table:

Type of practices	Pattern for navigation	Recreational Skipper	Yacht Skipper	Yacht Master
Safety and navigation	8 hours	16 hours	48 hours	48 hours
Radiocommunications	4 hours	16 hours (only need to be done once)		
Extended navigation practices	--	24 hours	--	--
Sailing practices	16 hours (only need to be done once)			

➤ **Medical fitness**

Medical fitness certification is required. It is valid for 2 years from the date of passing the test/issuance, or sooner, if one’s medical conditions change in the meantime. It covers the following subjects:

- 1) Visual ability
- 2) Hearing ability
- 3) Locomotor system
- 4) Cardiovascular System
- 5) Haematological disorders
- 6) Renal system
- 7) Respiratory system
- 8) Metabolic and endocrine diseases
- 9) Nervous and muscular system
- 10) Mental and behavioural disorders
- 11) Substance-related disorders
- 12) Psychotechnical skills
- 13) Other unspecified causes.

➤ **ICC**

Spain has not signed the UNECE’s Resolution No 40 and the ICC is not recognised in Spain.

Note : <https://www.transportes.gob.es/marina-mercante/titulaciones/titulaciones-de-recreo/titulos/titulaciones-nauticasde-recreoexistentes>

[Real Decreto 875/2014, de 10 de octubre, por el que se regulan las titulaciones náuticas para el gobierno de las embarcaciones de recreo. \(boe.es\)](https://www.boe.es/boe/2014/10/10/real-decreto-875-2014-de-10-de-octubre-por-el-que-se-regulan-las-titulaciones-nauticas-para-el-gobierno-de-las-embarcaciones-de-recreo.html)

27. Sweden (SE)

➤ **General**

Crafts over 12 m are covered by the Swedish legislation.

➤ **Boating areas**

No boating areas defined.

➤ **Types of boats**

No ICC licence or Swedish is required for recreational crafts in Sweden under Swedish flag.

➤ **Minimum age**

No minimum age

➤ **Validity of the Skippers certificate**

Indefinite

➤ **Theoretical knowledge and testing**

Only for ICC

➤ **Practical knowledge and testing**

No

➤ **Medical fitness**

No

➤ **ICC**

Sweden has not ratified Resolution 40 but is considering it (thus licences according to the resolution are not approved in Sweden). However, in Sweden the pleasure crafts under foreign flag follow the legislation of the foreign flag. Thus, an international pleasure craft can operate on Swedish waters based on the legislation of the state in which it has the flag.

Note: Source: Swedish Public Authorities.

28. Norway (NO)

➤ **General**

In Norway for recreational boats a licence that allows the operation of a recreational craft under Norwegian flag, from 8m to 15m; up to or with engine power >25hp/>19kW; and speed up to 50 knots is required. (It is needed for all born after 1-1-1980; all born before 1980, may operate a recreational craft up to 15m without a licence).

For recreational crafts between 15 and 24m a Desk Officer Class 5 Pleasure Craft (or D5L, for short) certificate is needed.

➤ **Boating areas**

Both licences/certificates concern the Great Coasting trade area of Norway.

➤ **Types of boats**

The licences are differentiated between 8-15 m and 15-24 m. Also, there is a differentiation for vessels with less than 19kW engine power.

➤ **Minimum age**

Minimum age for the licence and ICC is 16years old. For the D5L licence it is 18 years old.

➤ **Validity of the Skippers certificate**

The validity of the certificates is indefinite.

➤ **Theoretical knowledge and testing**

The theoretical knowledge for the smaller boating licence and the ICC includes the following topics: 1. general seamanship; 2. acts and regulations; 3. navigation and chart reading; 4. other particularly important topics: navigation marks, symbols in the chart, rules of the road at sea, lights and flags, emergencies, good seamanship.

For the D5L Certificate: 1. navigation; 2. navigational aids; 3. rules of the road at sea and navigational watch requirements; 4. ship studies; 5. safety and security; 6. technology/machinery studies; 7. navigational aids in practice (the use of navigational aids when sailing); 8. handling the craft (preparation, manoeuvring and safe navigation).

➤ **Practical knowledge and testing**

For D5L also requires a practical course, which covers 120 hours of training in total, and practical exams on the aforementioned 8 abilities from the theory test.

➤ **Medical fitness**

A medical fitness certificate is necessary, and the following aspects are being tested: 1) visual acuity 2) visual fields (Donder's method), 3) colour vision (passed Ishihara test), and 4) hearing.

➤ **ICC**

Norway has ratified the ICC possible all other boating licence-rules apply, but they should be issued for coastal waters as well. Boating licence and other qualification documents issued in another EEA country are valid, in accordance with the contents of the document. Other foreign boating licences are valid, if: its requirements in all respects comply with Norwegian licences; and it is issued in English or a Scandinavian language.

Source: Note: <https://www.sdir.no/en/recreational-craft/certificates/>

29. Switzerland (CH)

➤ **General**

In Switzerland two types of licences are identified:

- One for inland waters, which is divided into 5 categories: A, B, C, D, E
 - Category A: Ships with mechanical propulsion >6kW (Lake Constance 4.4kW), as long as they do not fall under categories B and C. Holders of cat. Licences are allowed to drive motorised sailing vessels with a sail area of >15 m², provided they only operate under power. A boating licence of "Category A limited to sailing ships" can be acquired to be allowed to operate sailing ships with auxiliary engines >6kW.
 - Category B (Passenger ships) and C (machine-propelled freight ships, push vessels and tugs) do not fall under recreational boating licences.
 - Category D: Sailing ships >15 m² (Lake Constance 12 m²). Holders of this licence are allowed to drive motorised sailing vessels with >6 kW propulsion power, provided they only operate under sail.
 - Category E: Ships of a special design
- One for maritime waters: the 'high sea licence' (or 'offshore licence') authorises the holder to operate on sports and pleasure vessels (sailing- and motor yachts) for navigation in coastal waters and on the high seas, with no time or geographical restrictions.

➤ **Boating areas identified in the legislation.**

The inland water licence, as well as the ship's ID card (most recreational boats that, amongst other factors, are greater than 2.5 m require identification); is valid on all inland waters authorised for navigation, including border waters. Except on the following boating areas:

- For pleasure boats with engines with mixed propulsion and power >7.4 kW: Lake Constance, the Untersee and the Rhine to Schaffhausen;
- And, for ships with a water displacement of 100m³ and with a length of ≥20m: the Rhine below the Rheinfelden road bridge to the Middle Rhine Bridge in Basel.

With the High Rhine patent, one is authorised to drive motorboats with > 4.4 kW on the stretch of the Rhine between Stein am Rhein and the Schaffhausen-Feuerthalen road bridge. This patent 'counts as' a category A licence.

To be allowed to drive a motorboat on the sea, one needs a Coastal certificate -such as the German SBF See (besides the cat. A and D licences, which by themselves are only valid on inland waters). Or, the offshore certificate for sailing/motor vessels (the maritime licence – see below).

The high sea (maritime) licence covers all coastal areas without any geographical restrictions.

➤ **Types of boats**

The type of boats that can be driven for each licence category are the following:

- For inland waters categories: a driving licence is required if drive power >6kW (or >4.4 kW on Lake Constance), for motorboats; or if the sail area >15m² (or >12m² on Lake Constance), for sailing ships.
- For maritime waters there is a differentiation between motorboats and sailing ships.

➤ **Minimum age**

Minimum age for the licences is as follows:

- Inland waters: 14 years old to obtain the category D licence (but 18 years for a sailing boat under motor, with engine power >6kW – or >4.4kW on Lake Constance); 18 years for category A; 20 years for categories C and E, 21 years for category B. From 14 years of age, one is allowed to drive a machine-propelled vessel of up to 6 kW (4.4kW on Lake Constance), without a licence. The minimum age for the Coastal certificate is 18 years.
- Maritime waters: the minimum ages are 16 years.

➤ **Validity of the Skippers certificate**

The validity of the ICC certificates is 10 years.

There is no limitation of the validity of the Swiss licences for inland navigation. Holders of a licence with cat. A, D have to undergo a medical exam when they complete their 75th anniversary. Holders of the cat. B and C licences have to regularly pass a medical exam. If they don't, their licence is not valid anymore.

➤ **Theoretical knowledge and testing**

The theoretical knowledge for the inland certificates A and D covers safe navigation according to traffic regulations and under special circumstances. 111 laws and regulations

- 1) Laws, ordinances, and regulations: Federal law on inland waterway transport; Ordinance on shipping on Swiss waters (Inland Navigation Ordinance); Regulations and regulations for the border waters.
- 2) Basics of ship management: Seamanship; Manoeuvring characteristics of ships with engine propulsion (category A, motor) / Sailing technique (category D, sailing); Driving on rivers (category A only).

For the maritime licence, the theoretical exam covers the following examination subjects:

- 1) Group 1. A: Navigation, ship management B: seamanship C: Meteorological D: Legal issues E: Medicine on board
- 2) Group 2. F: Tidal tasks
- 3) Group 3. G: Card tasks.

➤ **Practical knowledge and testing**

The practical test for inland driving licence determines whether the applicant can safely operate a ship in accordance with traffic regulations and under special circumstances. It is required that the theoretical test be passed beforehand. The following knowledge is covered in the practical exam: 1) Seamanship (at least 4 Knots), 2) Safety, 3) preparing the ship for sail, 4) navigation, anchoring and manoeuvring.

The practical test of category D (sailing) is carried out when the Beaufort wind force is at least 2.

For the maritime licence, no separate practical exam is needed. Instead, the candidate must:

- Provide proof of basic nautical training by presenting the cantonal shipping driving licence in the relevant category or an equivalent document. This may be (inland) licence cat. A or D.
- He/she must also provide evidence of training in life-saving emergency measures (unless he/she is a doctor, dentist, veterinarian, or pharmacist; or a qualified nurse). This certificate can be obtained through officially recognised training in life-saving emergency measures. The card must not be older than 6 years when the documents are submitted.
- Further, to initiate the issue of the deep sea licence, he/she must have acquired a minimum amount of necessary practice experience at sea.
 - The skills and actions that make it possible to drive a yacht are listed in the voyage record. The following nautical knowledge and the safe execution of the following manoeuvres must be checked by a skipper during the training and confirmed with a

signature in the voyage record: 1 General knowledge of the yacht, knowledge of its use, the storage of safety equipment and the checking of the engine and sails; 2 Knowledge of collision prevention rules; 3 Assessment of the weather and sea conditions; 4 safe navigation, determining your own position, choosing a suitable route; 5 Anchoring and mooring manoeuvres; 6 Manoeuvres in ports; 7 Man overboard manoeuvres.

➤ **Medical fitness**

The applicant for an inland licence must prove his/her mental and physical suitability by the following:

- Sufficient vision, and hearing. (This means: meeting the minimum requirements according to ANNEX 1 of the Traffic Licensing Ordinance of October 27, 1976 158 (VZV) as follows: for vision, group 1; for hearing; group 2). The requirements for the eye test and its period of validity are based on Article 9 paragraphs 1 and 3 VZV.
- Based on previous behaviour, not having any character deficiencies that are unlikely to enable him to bear the responsibility as a ship's master.

If there are doubts about mental or physical suitability, a medical fitness certificate may be necessary. A medical certificate is mandatory for applicants over 65 years of age. Licence holders of all categories (except B and C) must undergo a medical examination every two years from the age of 75 onwards.

The medical examination must be carried out under the responsibility of a level 1 doctor for ID card holders of all categories (except B and C, then a level 2 doctor is required).

For maritime licences, the applicant must prove the following:

- sufficient eyesight (vision and colour discrimination), and hearing -these certificates must be issued by a doctor or a qualified optician/acoustician and be no older than one year when submitting the complete documents.
- Confirmation of mental and physical suitability to operate a ship. If there are doubts about suitability, a medical fitness certificate is necessary.

➤ **ICC**

ICC is valid in Switzerland.

- which is divided into 5 categories: A, B, C, D, E
 - Category A: Ships with mechanical propulsion >6kW (Lake Constance 4.4kW), as long as they do not fall under categories B and C. Holders of cat. Licences are allowed to drive motorised sailing vessels with a sail area of >15 m², provided they only operate under power. A boating licence of "Category A limited to sailing ships" can be acquired to be allowed to operate sailing ships with auxiliary engines >6kW.
 - Category B (Passenger ships) and C (machine-propelled freight ships, push vessels and tugs) do not fall under recreational boating licences.
 - Category D: Sailing ships >15 m² (Lake Constance 12 m²). Holders of this licence are allowed to drive motorised sailing vessels with >6 kW propulsion power, provided they only operate under sail.
 - Category E: Ships of a special design
- One for maritime waters: the 'high sea licence' (or 'offshore licence') authorises the holder to operate on sports and pleasure vessels (sailing- and motor yachts) for navigation in coastal waters and on the high seas, with no time or geographical restrictions.

➤ **Boating areas identified in the legislation.**

The inland water licence, as well as the ship's ID card (most recreational boats that, amongst other factors, are greater than 4m require identification); is valid on all inland waters authorised for navigation, including border waters. Except on the following boating areas:

- For pleasure boats with engines with mixed propulsion and power >7.4 kW: Lake Constance, the Untersee and the Rhine to Schaffhausen.
- And, for ships with a water displacement of 100m³ and with a length of ≥20m: the Rhine below the Rheinfelden road bridge to the Middle Rhine Bridge in Basel.

With the High Rhine patent, one is authorised to drive motorboats with > 4.4 kW on the stretch of the Rhine between Stein am Rhein and the Schaffhausen-Feuerthalen Road bridge. This patent 'counts as' a category A licence.

To be allowed to drive a motorboat on the sea, one needs a Coastal certificate -such as the German SBF See (besides the cat. A and D licences, which by themselves are only valid on inland waters). Or the offshore certificate for sailing/motor vessels (the maritime licence – see below).

The high sea (maritime) licence covers all coastal areas without any geographical restrictions.

➤ **Types of boats**

The type of boats that can be driven for each licence category are the following:

- For inland waters categories: a driving licence is required if drive power >6kW (or >4.4 kW on Lake Constance), for motorboats; or if the sail area >15m² (or >12m² on Lake Constance), for sailing ships.
- For maritime waters there is a differentiation between motorboats and sailing ships.

➤ **Minimum age**

Minimum age for the licences is as follows:

- Inland waters: 14 years old to obtain the category D licence (but 18 years for a sailing boat under motor, with engine power >6kW – or >4.4kW on Lake Constance); 18 years for category A; and 20 years for categories C and E. From 14 years of age, one is allowed to drive a machine-propelled vessel of up to 6 kW (4.4kW on Lake Constance), without a licence. The minimum age for the Coastal certificate is 18 years.
- Maritime waters: the minimum ages are 16 years.

➤ **Validity of the Skippers certificate**

The validity of the certificates is 10 years (and for ICC)

➤ **Theoretical knowledge and testing**

The theoretical knowledge for the inland certificates A and D covers safe navigation according to traffic regulations and under special circumstances. 111 laws and regulations

- 3) Laws, ordinances, and regulations: Federal law on inland waterway transport; Ordinance on shipping on Swiss waters (Inland Navigation Ordinance); Regulations and regulations for the border waters.
- 4) Basics of ship management: Seamanship; Manoeuvring characteristics of ships with engine propulsion (category A, motor) / Sailing technique (category D, sailing); Driving on rivers (category A only).

For the maritime licence, the theoretical exam covers the following examination subjects:

- 4) Group 1. A: Navigation, ship management B: seamanship C: Meteorological D: Legal issues E: Medicine on board
- 5) Group 2. F: Tidal tasks
- 6) Group 3. G: Card tasks.

➤ **Practical knowledge and testing**

The practical test for inland driving licence determines whether the applicant can safely operate a ship in accordance with traffic regulations and under special circumstances. It is required that the theoretical test be passed beforehand. The following knowledge is covered in the practical exam: 1) Seamanship (at least 4 Knots), 2) Safety, 3) preparing the ship for sail, 4) navigation, anchoring and manoeuvring.

The practical test of category D (sailing) is carried out when the Beaufort wind force is at least 2.

For the maritime licence, no separate practical exam is needed. Instead, the candidate must:

- Provide proof of basic nautical training by presenting the cantonal shipping driving licence in the relevant category or an equivalent document. This may be (inland) licence cat. A or D.
- He/she must also provide evidence of training in life-saving emergency measures (unless he/she is a doctor, dentist, veterinarian, or pharmacist; or a qualified nurse). This certificate can be obtained through officially recognised training in life-saving emergency measures. The card must not be older than 6 years when the documents are submitted.
- Further, to initiate the issue of the deep-sea licence, he/she must have acquired a minimum amount of necessary practice experience at sea.
 - The skills and actions that make it possible to drive a yacht are listed in the voyage record. The following nautical knowledge and the safe execution of the following manoeuvres must be checked by a skipper during the training and confirmed with a signature in the voyage record: 1 General knowledge of the yacht, knowledge of its use, the storage of safety equipment and the checking of the engine and sails; 2 Knowledge of collision prevention rules; 3 Assessment of the weather and sea conditions; 4 safe navigation, determining your own position, choosing a suitable route; 5 Anchoring and mooring manoeuvres; 6 Manoeuvres in ports; 7 Man overboard manoeuvres.

➤ **Medical fitness**

The applicant for an inland licence must prove his/her mental and physical suitability by the following:

- Sufficient vision, and hearing. (This means: meeting the minimum requirements according to ANNEX 1 of the Traffic Licensing Ordinance of October 27, 1976 158 (VZV) as follows: for vision, group 1; for hearing; group 2). The requirements for the eye test and its period of validity are based on Article 9 paragraphs 1 and 3 VZV.
- Based on previous behaviour, not having any character deficiencies that are unlikely to enable him to bear the responsibility as a ship's master.

If there are doubts about mental or physical suitability, a medical fitness certificate may be necessary. A medical certificate is mandatory for applicants over 65 years of age. Licence holders of all categories (except B and C) must undergo a medical examination every two years from the age of 75 onwards. The medical examination must be carried out under the responsibility of a level 1 doctor for ID card holders of all categories (except B and C, then a level 2 doctor is required).

For maritime licences, the applicant must prove the following:

- sufficient eyesight (vision and colour discrimination), and hearing -these certificates must be issued by a doctor or a qualified optician/acoustician, and be no older than one year when submitting the complete documents.
- Confirmation of mental and physical suitability to operate a ship. If there are doubts about suitability, a medical fitness certificate is necessary.

➤ **ICC**

ICC is valid in Switzerland.

Note: Source: <https://www.boatdriver.ch/e/infos/swiss-boating-licences>
https://www.fedlex.admin.ch/eli/cc/1979/337_337_337/de
<https://www.fedlex.admin.ch/eli/cc/2007/130/de>

30. United Kingdom (UK)

➤ **General**

In UK, no boatmasters’ licence is required by the authorities for a skipper if one is in charge of a fishing vessel, or a pleasure vessel (incl. hire boats used as pleasure vessels).

In the UK there are three main types of boat licences: personal watercraft and pleasure craft. Each type of licence has different requirements and restrictions.

Pleasure boats have very few national rules, as long as they carry no more than 12 passengers.

In UK inland waterways, a pleasure vessel is: used by its owner only for fun or sport; and not used for the owner’s financial gain. If the vessel doesn’t fall under this description, it’s not considered a pleasure vessel - so the rules for commercial vessels will then apply.

In UK however RYA (Royal Yachting Association) licences are also recognised as international certificates as per ICC.

The following certificates can be issued by RYA:

1. RYA Advanced powerboats: this certificate applies to powerboats
2. RYA Yachtmaster coastal: sail for passage in coastal waters and is valid for vessels up to 24m
3. RYA Yachtmaster offshore: sail in international waters up to 150nm is valid for vessels up to 24m
4. RYA Yachtmaster Ocean: sail in all international waters worldwide is valid for vessels up to 24m.

➤ **Boating areas identified in the legislation.**

In RYA certificates sailboats and motorboats are being differentiated.

Some UK vessels may operate on European inland waterways. They must be registered / must have:

- a European Vessel Identification Number (ENI) from the Royal Yachting Association (RYA)
- a Union Inland Navigation Certificate (UINC).

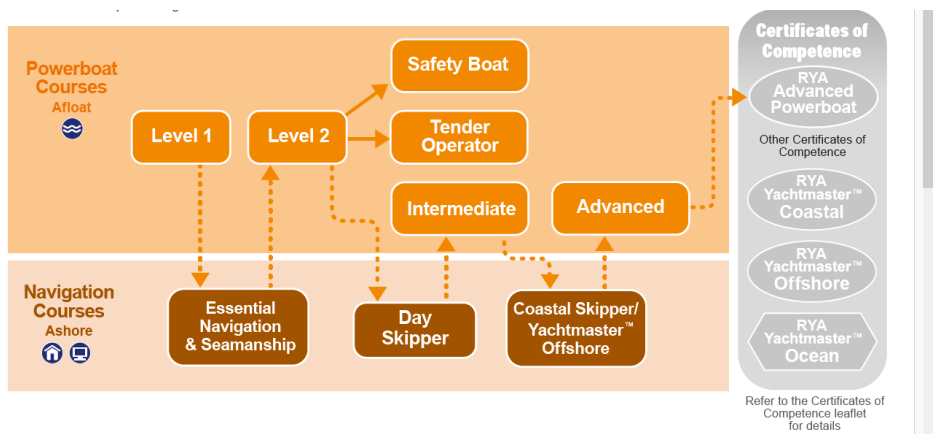


Figure 15 Powerboat RYA licences (process to acquire).

Course	Assumed knowledge	Course content	Ability after the course	Minimum duration	Minimum age
Level 1	None	Boating safety, boat handling and basic theory	A basic understanding of powerboating	1 day	8
Level 2	None	Close quarters boat handling, planing speed manoeuvres, man overboard recovery and collision regulations	Able to handle a powerboat in familiar waters by day	2 days	12
Intermediate	Boat handling to Level 2 standard. Navigation to Day Skipper shorebased standard recommended	Daytime navigation skills, passage planning, use of plotting instruments, GPS and electronic navigation	Able to navigate a powerboat on coastal passages by day	2 days	16
Advanced	Boat handling to Intermediate standard. Navigation to Coastal Skipper/ Yachtmaster™ Offshore	Skippering techniques for coastal passages including night pilotage	Able to navigate a powerboat on coastal passages by day and night	2 days	17
Safety Boat	Powerboat Level 2 certificate required	Recovery techniques for various craft and fleet management	Able to provide safety cover in a racing or training environment	2 days	16
Tender Operator	Powerboat Level 2 certificate required with coastal endorsement	Passenger safety and comfort, basic day and night pilotage, emergency situations	Able to carry out short ship to shore transfers by day and night	2 days	17

Figure 16 Requirements and exams for revery licence type.

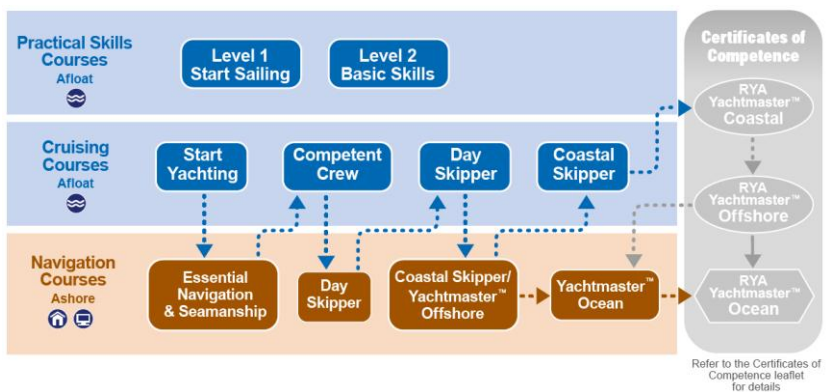


Figure 17 RYA Certificates of competence and the process to acquire.

Course	Assumed knowledge	Course content	Ability after the course	Min duration	Min age	
SKILLS	Level 1 Start Sailing	None	Sailing skills and manoeuvres	Basic understanding of yacht handling under sail and relevant background knowledge	16 hours	12
	Level 2 Basic Skills	Sailing skills to Start Sailing standard	Sailing techniques and manoeuvres as crew and helm, slipping and coming alongside under sail, sailing theory, safety, sailing in tide or current	Able to sail a yacht as crew and helm with a skipper on board in light winds	16 hours	12
CRUISING	Start Yachting	None	Introduction to sailing and seamanship	Basic knowledge of yachting	2 days	8
	Competent Crew	None	Basic seamanship and helmsmanship, navigation and meteorology	Able to steer, handle sails, keep a lookout, row a dinghy and assist in all the day to day routines	5 days	12
	Day Skipper	5 days, 100 miles, 4 night hours. Navigation to Day Skipper Shorebased standard and basic sailing ability	Basic pilotage, boat handling, watch organisation	Able to skipper a small yacht in familiar waters by day	5 days	16
	Coastal Skipper	15 days, 2 days as skipper, 300 miles, 8 night hours. Navigation to Coastal Skipper shorebased standard. Sailing to Day Skipper standard	Skippering techniques for coastal and offshore passages	Able to skipper a yacht on coastal passages by day and night	5 days	17

Figure 18 RYA certificate requirements.

➤ **Types of boats**

RYA can be specialised to sailboats, motorboats, and powerboats. There is also differentiation between the length from 15m and below and above 24m.

➤ **Minimum age**

For more info, please refer to the figures above.

➤ **Validity of the Skippers certificate**

A RYA certificate is duration is indefinite.

➤ **Theoretical knowledge and testing**

For more info, please refer to the figures above.

The process to obtain a licence can vary depending on the type of boat. But generally, in order to obtain licences, boaters must pass a theoretical and practical exam accredited by the Royal Yachting Association (RYA).

➤ **Practical knowledge and testing**

For more info, please refer to the figures above.

As stated above, boaters must pass a theory and practice exam accredited by the RYA to obtain licences. Further, in terms of training, one must have a Boat Safety Scheme certificate.

➤ **Medical fitness**

No information available.

➤ **ICC**

ICC is recognised by UK. The UK has no requirements for amateur sailors of any nationality if sailing around UK coast in <24m vessels.

For UK nationals, ICC can be very useful in order to operate a pleasure craft or hire a boat outside the UK, for instance if the visited country requires to comply with the maritime legislation.

Note: Source: <https://www.gov.uk/boatmasters-licence>
<https://www.duck-2-water.co.uk/the-ultimate-guide-to-boat-licences-in-the-uk/>
<https://www.rya.org.uk/knowledge/abroad/icc>.


12. ANNEX II – Countries Factsheet



Austria

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats
 Austria has **57,683** Recreational Boats, which of **44,034 are motorized** and **13,648 sailing boats**



(Source: ICOMIA, 2022, estimate)

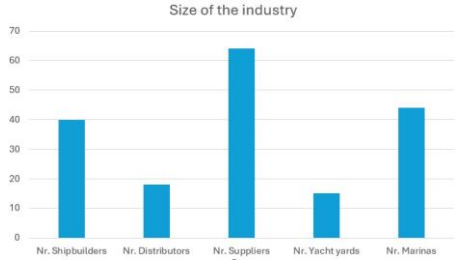
Navigable Area

- ❖ Inland waters and lakes **1,426 Kms**
- ❖ Coastline **0 km**

➔ **40 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 16,2 M€ Exports: 16, 5 M€

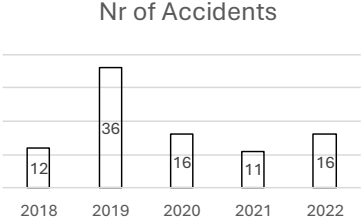
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Boatmaster’s licence A and B** for inland navigation applies to all types of boats on all waterways, including maritime waterways
2. **Captain’s licence** applies to all types of boats on inland waterways (lakes and rivers)
3. **Skipper’s licence of three types: (1)** applies to vessels of all kind, up to 20m, with less than 12 passengers; (2) applies to vessels of all kind, up to 20m, for inland waterways; (3) applies to vessels of all kind, up to 10m, for inland waterways, excluding sea waters
4. **Route certificate** for the Danube

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents




Source: ViaDonau

Belgium

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats
 Belgium has **19,652** Recreational Boats, which of **13,987** are motorized and **5,665** sailing boats



(Source: estimate; Netherlands as proxy)

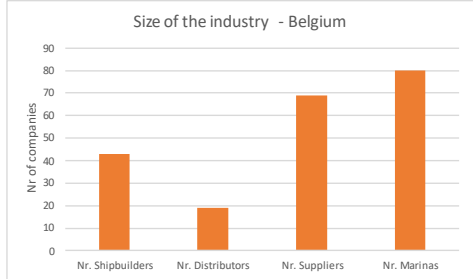
Navigable Area

- ❖ Inland waters and lakes **250 Kms**
- ❖ Coastline **66.5 km**

⇒ **62.1 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 147.5 M€ Exports: 146.5 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

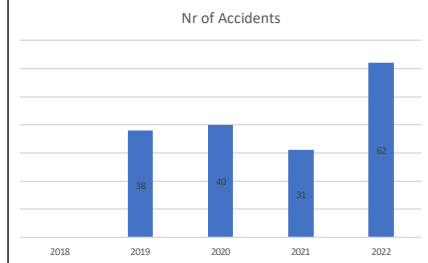
Legislation

1. **Limited & general licence (beperkt & algemeen stuurbrevet)** applies to sailing - and motorboats on inland waters (limited), and (for general licence) also the L'Escaut/Lower Sea Scheldt, coastal waters and within 6 nm from the coast – speed more than 20kms/hr, boat over 15 meters
2. **Yachtman & yacht navigator licence** applies in the same waters as above, as well as marine waters in the zone between 6 -60 nm and 60-200nm from the coast - same as above/rest of boat types ?

→ **No licence** for speed less than 20kms/hr and boats smaller than 15m.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	☑ (since 2021)	☑	☑

Nr of Accidents no nrs for 2018



Bulgaria

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Bulgaria has **34,815** Recreational Boats, which of **33,645** are motorized and **1,170** sailing boats



(Source: ICOMIA, 2022, estimate)

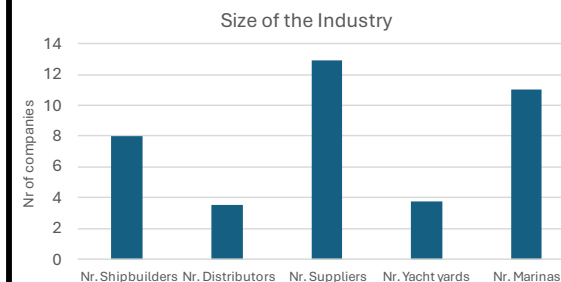
Navigable Area

- ❖ Inland waters and lakes **2,390 Kms**
- ❖ Coastline **354 km**

⇒ **13 boats per navigable km**

(Source: CIA World Fact Book)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 20.6 M€ Exports: 1.7 M€

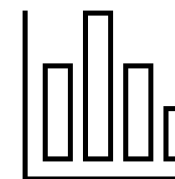
(Source ICOMIA 2022/OEC 2021)

Legislation

1. **Skipper licence** applies to boats up to 40ths gross weight and with less than 12 passengers onboard

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
			☑

Nr of Accidents



Source:

Croatia

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Croatia has **16.482** Recreational Boats, which of **9.889** are motorized and **6.593** sailing boats



(Source: National authorities)

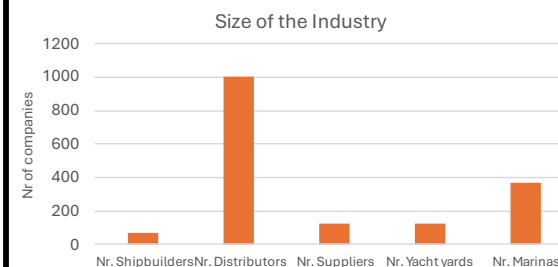
Navigable Area

- ❖ Inland waters and lakes **70.955 Kms**
- ❖ Coastline **5.835 km**

➔ **16 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ Total Revenue

Imports: 205.5 M€ Exports: 74.2 M€

(Source ICOMIA 2022/OEC 2021)

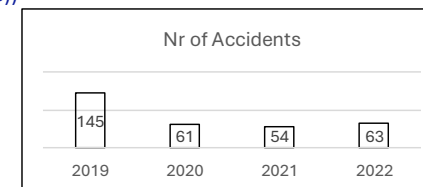
Legislation

1. **Boat operator certificate category A** applies to boats up to 6 m (19.68 ft) long, with a maximum engine power 15 kW, within navigation areas III and IV. For this certificate no course is required only a final exam
2. **Category B** applies to boats up to 18m length within navigation areas III and IV. For this certificate the course is optional and the exam is mandatory. For this category the holder can sail up to 6nm from the coast of the mainland or an island.
3. **Category C** applies to any boat up to 18m length and 100GT weight within navigation areas I and II and international waters. Both practical course and exam are mandatory for this category.

➔ A **recreational boat** is any type of boat with a hull length between 5-24 m and regardless the type of propulsion

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓ (course mandatory for Category C)	✓	✓

Nr of Accidents (professional and recreational crafts)



Source: Agencija za istraživanje nesreća u zračnom, pomorskom i željezničkom prometu



Cyprus

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

Cyprus has **8.348** Recreational Boats, which of **8.068** are motorized and **280** sailing boats



(Source: CIA World Factbook; Greece as proxy)

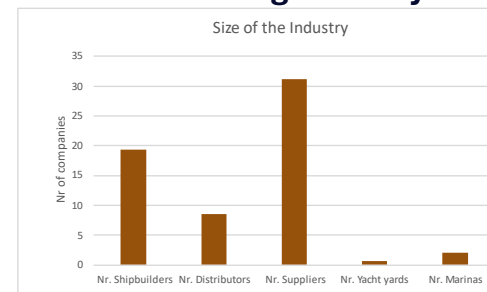
Navigable Area

- ❖ Inland waters and lakes **10 Kms**
- ❖ Coastline **648 km**

⇒ **12.7 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 48.1 M€ Exports: 51.8 M€

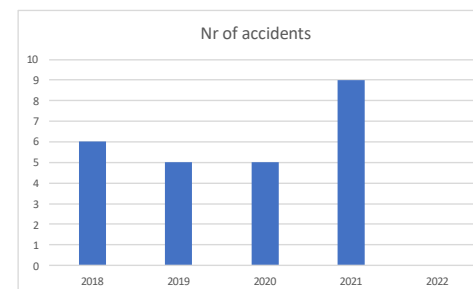
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Learner's licence:** permit to sail a high -speed vessel, as long as they're accompanied by a person who has an operator's licence
 2. **Operator's licence:** applies to small high -speed boats.
- No boating areas are identified in the legislation.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✗

Nr of Accidents



Czech Republic

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Czechia has **65.530** Recreational Boats, which of **50.025** are motorized and **15.505** sailing boats



(Source: ICOMIA. 2022)

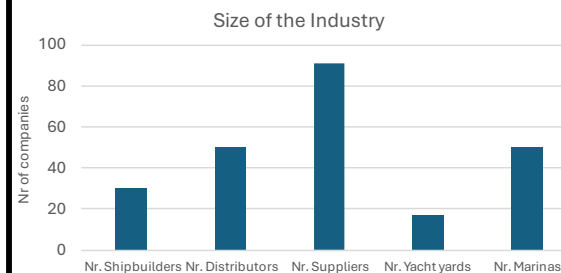
Navigable Area

- ❖ Inland waters and lakes **1.620 Kms**
- ❖ Coastline **1 km**

➡ **40 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 10 M€ Exports: 1.6 M€

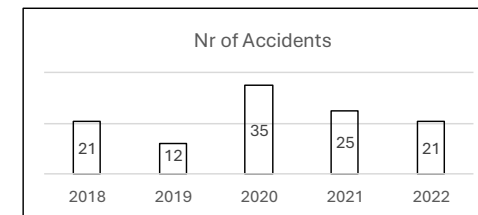
(Source ICOMIA 2022/OEC 2021)

Legislation

1. **Licence type M** applies to small vessels up to 16meters, without their own engine and vessels with restricted power
2. **Licence type M20** applies to small crafts without their own engine propulsion and crafts with their own engine propulsion with a motor power limit of up to 20 kW.
3. **Licence type M24** applies to recreational vessels with length up to 24m. The recognition of this category can only be done within the Czech Republic.
4. **Licence type S** applies to small vessels without their own engine and sailboats without limits in coastal waters.
5. **Licence type S20** applies to small vessels without engine and sailboats up to 1nm from the coastal islands where the wind reaches up to 4 Beaufort (inshore waters or Area C).

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✔	✘	✔	✔

Nr of Accidents



Source: Eurostat



Denmark

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

Denmark has **134.814** Recreational Boats, which of **112.653** are motorized and **22.161** sailing boats



(Source: ICOMIA. 2022)

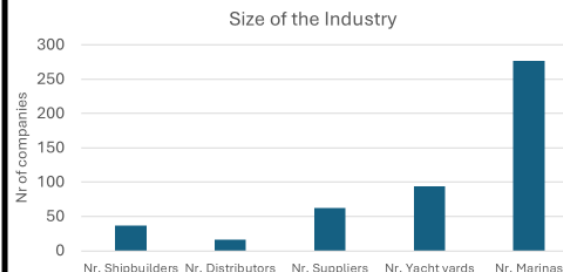
Navigable Area

- ❖ Inland waters and lakes **700 Kms**
- ❖ Coastline **8.750 km**

➔ **14 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ Total Revenue

Imports: 32.7 M€ Exports: 38.2 M€

(Source ICOMIA 2022/OEC 2021)

Legislation

1. **A certificate of proficiency in yachting** entitles the holder to sail as member of the crew of a pleasure craft 15-24m engaged in trade in the North Sea and the English Channel as well as in trade on the British Isles, Ireland, Norway and the Faroe Islands.
2. **A certificate as a yacht master. 3rd class.** entitles the holder to sail pleasure craft 15-24m, in the Baltic Sea and the North Sea, around the British Isles, Ireland, Norway, the Faroe Islands and along the coasts of Greenland as well as to function as a mate on board of a pleasure craft <24m on all seas.
3. **A certificate as a yacht master. 1st class.** entitles the holder to operate a pleasure craft <24m engaged in trade in all seas
4. **Personal watercraft certificate**

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✗



Estonia

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Estonia has **36.641** Recreational Boats, which of **35.474 are motorized** and **1.167 sailing boats**



(Source: ICOMIA. 2022)

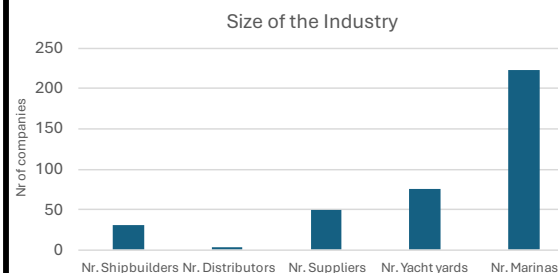
Navigable Area

- ❖ Inland waters and lakes **700 Kms**
- ❖ Coastline **3.794 km**

⇒ **8 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 12.4 M€ Exports: 19.2 M€

(Source ICOMIA 2022/OEC 2021)

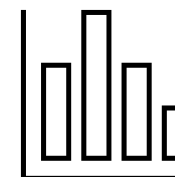
Legislation

1. Two categories of **licences**: one for **inland** and one for **sea waters**.
2. A certificate is required for a sailing area of more than 25m² or engine power more than 25kW.
3. A licence is required if a recreational craft is more than 25m² . the engine power is more than 25kW and/or if the watercraft is navigated within more 5nm from the shore at sea. or more than 9km from the shore on inland waters.

⇒ A **recreational craft** is defined as a watercraft with overall length 2.5 -24 metres (e.g. boats, sailing yachts, launches and similar watercraft). used for recreational activities or sports.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
			⊗

Nr of Accidents



Source:

Finland

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Finland has **1 713 600** Recreational Boats, which of **875 700 are motorized** and **34 100 sailing boats** and the Rest are rowing boats



(Source: TRAFICOM, 2024)

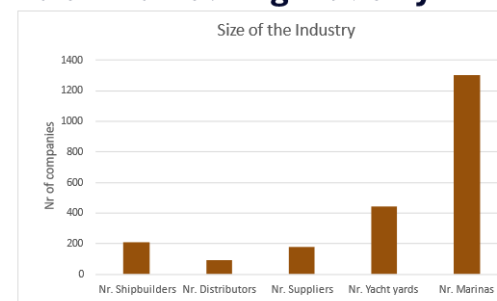
Navigable Area

- ❖ Inland waters and lakes **34,539 Kms**
- ❖ Coastline **46,200 km**

⇒ **0.07 boats per navigable km**

(Source: ICOMIA, 2022)

Size of the Boating Industry



❖ Total Revenue

Imports: 274.3 M€ Exports: 224.6 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

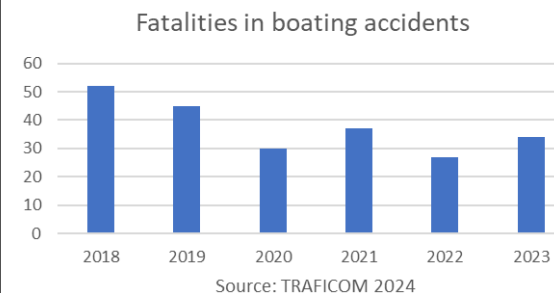
Legislation

1. **Licence a** applies to y boats on z waters – speed more than xx kms/hr, boat between xx and xx meters
2. **Licence b** applies to y boats on z waters as above – dimensions same as above

⇒ **No licence** for speed less than xx kms/hr and boats smaller than xx m.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	☑	☑	☑

Nr of Accidents



France

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

France has **1.296.017** Recreational Boats, which of **1.085.671** are motorized and **210.346** sailing boats



(Source: ICOMIA. 2022)

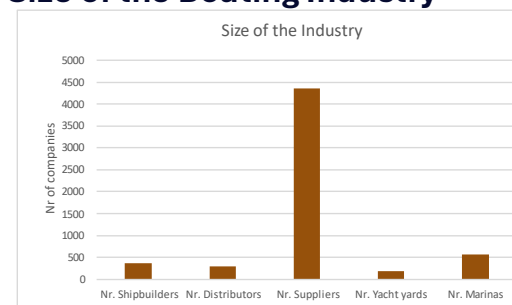
Navigable Area

- ❖ Inland waters and lakes **8.500 Kms**
- ❖ Coastline **5.700 km**

➔ **91.3 boats per navigable km**

(Source: ICOMIA. 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 641.3 M€ Exports: 1.143.9 M€

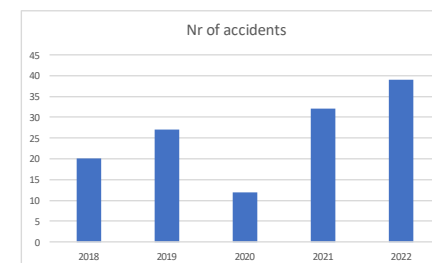
(Source ICOMIA 2022)

Legislation

1. **Coastal option licence:** applies to motorboats on maritime waters, for sailing up to 6nm from a shelter – power over 4.5kW (6hP) . boat length up to 20 meters. The basic coastal licence can be extended to 'offshore', with no distance limit from the coast.
 2. **Internal waters option licence:** applies to boats on inland waters as above – dimensions same as above. The basic inland licence can be extended to 'big pleasure boat' . with no length restrictions.
- ➔ **No licence** for boats with power up to 4.5kW.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✔	✔ (only training, no test)	✔	✔

Nr of Accidents





Germany

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

Germany has **480,000** Recreational Boats, which of **286,000** are motorized and **194,000** sailing boats



(Source: ICOMIA, 2022)

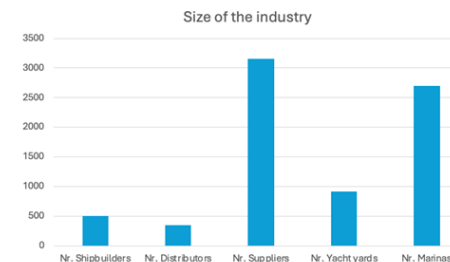
Navigable Area

- ❖ Inland waters and lakes **8.000 Kms**
- ❖ Coastline **3.624 km**

➡ **41 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ Total Revenue

Imports: 280 M€ Exports: 1068,9 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. Recreational craft license is required for vessels up to 20 m in length on inland waterways for
 - a) internal combustion engines from 11.03 kW
 - b) electric motors from 7.5 kW.
 2. on maritime waterways Unlimited length
 3. Sportpatent/Sportschifferzeugnis for vessels of 20-25 m in length on inland waterways.
- ➡ Exception: sailing permit required on special routes


Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents

Greece

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats
 Greece has **190.136** Recreational Boats, which of **183.746 are motorized** and **6.390 sailing boats**



(Source: ICOMIA. 2022)

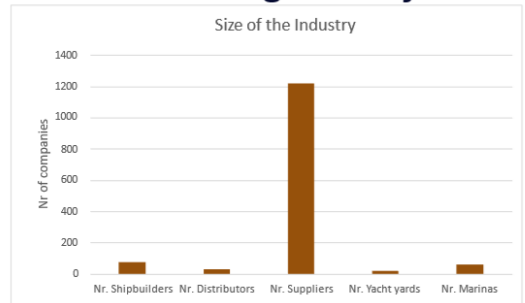
Navigable Area

- ❖ Inland waters and lakes **1.310 Kms**
- ❖ Coastline **15.000 km**

⇒ **11.7 boats per navigable km**

(Source: ICOMIA. 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 170 M€ Exports: 80.7 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

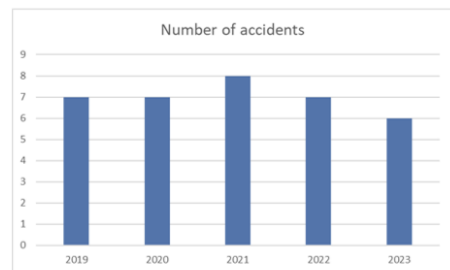
Legislation

1. **Licence needed** for recreational motorboats on all waters; boating areas up to 12 nm from the coast are identified – boat engine powers differ per engine type. see below
2. **Licences for sailboats** and its requirements are unclear.

→ **No licence** for motorboats with $\leq 30\text{hp}$ ($\leq 15\text{hp}$ for inflatable boats) outboard - $\leq 40\text{hp}$ inboard (gasoline)- $\leq 70\text{hp}$ ($\leq 50\text{hp}$ for inflatable boats) inboard diesel engine power. or jet skis with $\leq 15\text{hp}$ engine

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	☑ (since 2021)	☑	☒

Nr of Accidents



Hungary

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Hungary has **138.341** Recreational Boats, which of **105.608** are motorized and **327.33** sailing boats



(Source: ICOMIA. 2022. estimate)

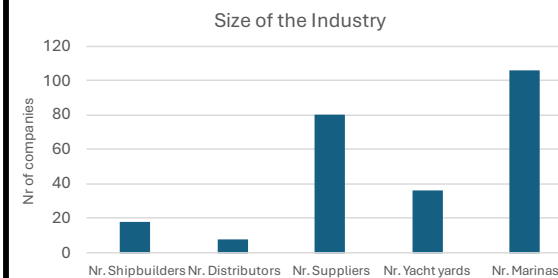
Navigable Area

- ❖ Inland waters and lakes **26.000 Kms**
- ❖ Coastline **1 km**

➡ **40 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ **Total Revenue Imports: 11.8 M€ Exports: 3.4 M€**

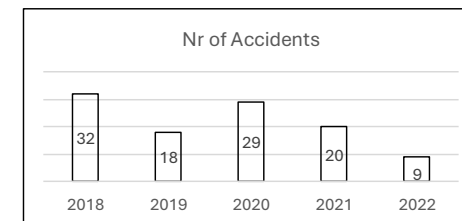
(Source ICOMIA 2022/OEC 2021)

Legislation

1. A licence is required to sail a small boat on inland waters (defined as: length <20m and capacity no more than 12 passengers) with either a length of >7meters, or with engine power >14.7 KW (motorboat)/nominal sail area >10 m² (sailing boat). There are three types: i) **Small inland sailing boat skipper** for boats less than 20 meters length; (ii) **Small inland motorboat skipper** for boats with power more than 14.7kw and smaller than 7m; (iii) **combined qualification** to pilot both small sailing boats and small motorboats.
2. **Maritime licences** apply to small sailings- or motorboats for pleasure use, within various limited areas from the coast (categories I-IV), or in inland waters. A small sea sailing boat cannot exceed 24 meters length; for small inland boats, the same restrictions apply as specified above in the inland licences: <20 meters length and <12 passengers capacity.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents



Source: Eurostat



Ireland

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

Ireland has **10,500** Recreational Boats, which of **6,300 are motorized** and **4,200 sailing boats**



(Source: Central Statistics Office Ireland)

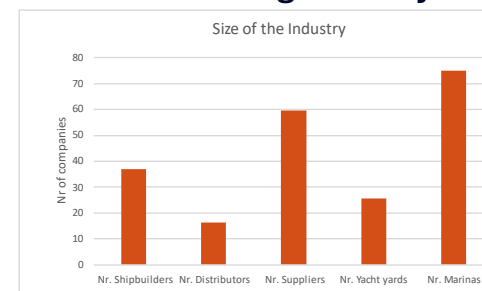
Navigable Area

- ❖ Inland waters and lakes **1,251 Kms**
- ❖ Coastline **3,171 km**

⇒ **2.4 boats per navigable km**

(Source: National Association)

Size of the Boating Industry



❖ Total Revenue

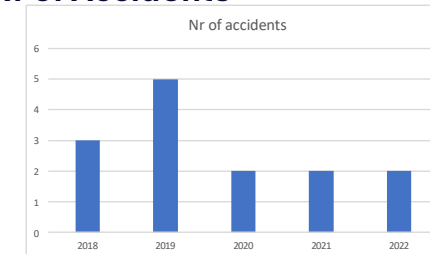
Imports: 14.7 M€ Exports: 0.6 M€

(Source National Association/ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

Ireland offers a broad range of certificates that are voluntarily available to enthusiasts. The Pleasure crafts category in legislation include motorboats, (fast) power boats, and jet skis. There is no size limitation on a recreational craft in national legislation. The ICC issued by Ireland allows the operation of recreational (motor or motor & sailing) vessels of up to 80 gross tonnes or 24m.

Nr of Accidents



Source: Marine Casualty Investigation Board

Italy

Pleasure Boats and Ships (Yachts) Licences - Factsheet



Number of Pleasure Naval Units
 Italy had in 2022 **81.464** registered Pleasure Boats and Ships (Yachts), which of **58,854** were motorized and **22,610** were sail ones



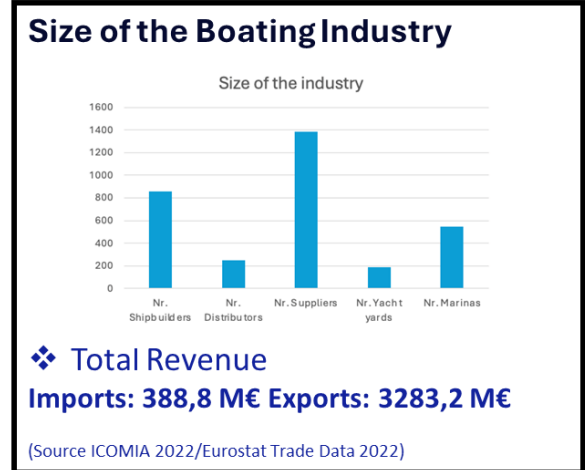
Note that registration in the public registry (ATCN) is optional for boats up to 10m in length
 (Source: MIT, *Il Diproto nautico in Italia – Anno 2022*)

Navigable Area

- ❖ Inland waters **7,210 Kms**
- ❖ Coastline **7.914 km**

⇒ **10 registered pleasure naval units per navigable km**

(Source: ICOMIA 2022)

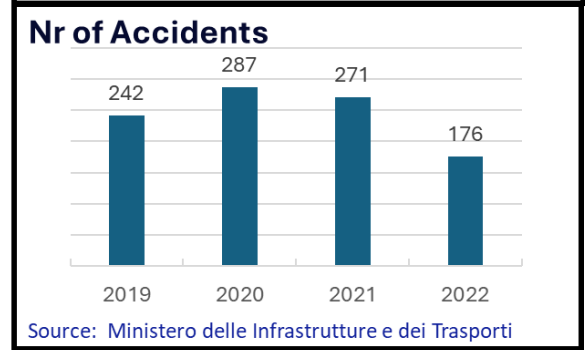


Legislation

1. **Licence category A** applies to pleasure boats up to 24m in length – maximum distance either (a) 12 nautical miles from coast; or (b) unlimited – main propulsion (a) sail and engine; or (b) engine only
2. **Licence category B** applies to ships (yachts) more than 24m in length engine only – no distance from the coast – extension for sailing available
3. **Licence category C** applies to people with motor disabilities – the same as licence category A.

→ **No mandatory licence** for people aged 18 years old or over to navigate up to 6 nautical miles from the coast aboard boats up to 24m in length with engine installed aboard whose power is up to 30 kW.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	☑	☑	☒



Latvia

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats (2023)

Latvia has **16,441** Recreational Boats, which of **15,328** are motorized and **1,113** sailing boats



(Sources: Latvian Maritime Administration, The Road Traffic Safety Directorate)

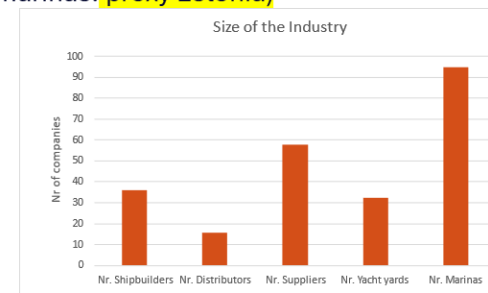
Navigable Area

- ❖ Inland waters and lakes **2,340 Kms**
- ❖ Coastline **498 km**

➔ **5,5** boats per navigable km

(Source: CIA World Factbook)

Size of the Boating Industry (no. of marinas: proxy Estonia)



❖ Total Revenue

Imports: 5.4 M€ Exports: 18.1 M€

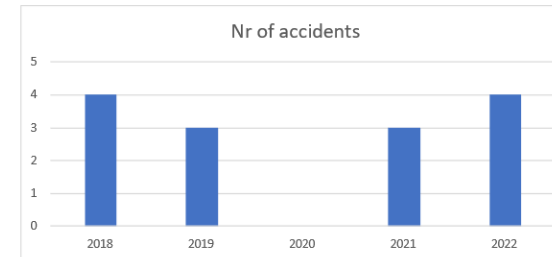
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Inland yacht operator (IM/IS):** permits the operation of sailing- or motorboats on inland waters.
 2. **Coastal yacht operator (C1M/S):** for inshore waters (inland and coastal waters) **up to 60NM from the coastline.**
 3. **Yacht captain (C2M/S):** for offshore waters (inland, coastal, and sea waters) **up to 150NM from the coastline.**
 4. **Deep sea yacht captain (C3M/S):** for inland, coastal, sea waters, and ocean unlimited area.
- In all categories, sailing- (S) and motorboats (M) are identified; and all licences apply to boats up to 24m.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓ (exam for ICC only)	✓	✓

Nr of Accidents



Source: Transport Accident and Incident Investigation Bureau

Lithuania

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Lithuania has **20.539** Recreational Boats, which of **19.416** are motorized and **1123** sailing boats



(Source: Lithuanian Ministry of Transport and Communications)

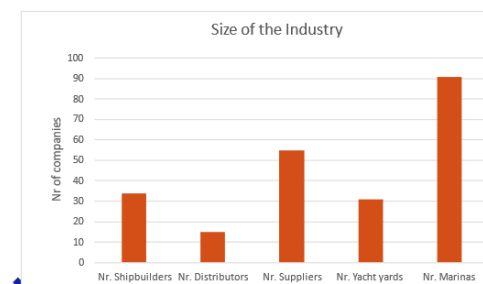
Navigable Area

- ❖ Inland waters and lakes **2,620 Kms**
- ❖ Coastline **90 km**

➔ **5.5 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



Imports: 14.8 M€ Exports: 55.5 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

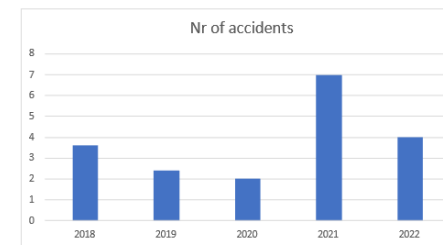
Legislation

1. **Skipper for inland waters:** inland waters till base line of territorial sea.
2. **Skipper for coastal waters:** inland- and maritime waters ≤ 12 NM offshore from national baseline
3. **Yachtmaster for offshore waters:** inland- and maritime waters ≤ 200 NM from baseline or shelter
4. **Yachtmaster for ocean waters:** all maritime waters of the world.

For every type of certificate for Skippers of Recreational craft, the holder may operate a sail- or motorboat of up to 24m length. **No** minimal boat dimensions are identified in order to require a licence.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✔	✔ (no test, only experience/training)	✔	✔

Nr of Accidents



Source: Transport Accident and Incident Investigation Division

Luxembourg

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats
 Luxembourg has **1.580** Recreational Boats, which of **948 are motorized and 632 sailing boats**



(Source: estimate by proxy)

Navigable Area
 ❖ Inland waters and lakes **0Km**
 ❖ Coastline **0 km**
 ➔ **1.580 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 0 M€ Exports: 1.5 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

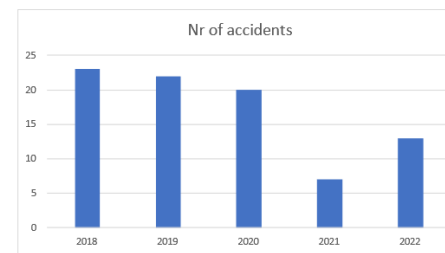
Legislation medical fitness info unknown. to be identified from interviews

1. **Fluvial permit:** operation of pleasure craft <20m in inland waters, rivers and lakes.
2. **Coastal licence:** operation of pleasure craft <7m without a habitable cabin, <3NM from the coast.
3. **Coastal licence plus:** pleasure craft <20m, within 6NM from the coast.
4. **Sea licence:** for operating sailing and motor boats <24m on maritime waters, without zone limits.

➔ **No licence** for boats ≤7m and with engine power up to 7.35kW.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	(☑)	(?)	☑

Nr of Accidents



Source: Administration of Technical Investigations

Malta

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Malta has **3.207** Recreational Boats, which of **3.100** are motorized and **108** sailing boats



(Source: ICOMIA, 2022, estimate)

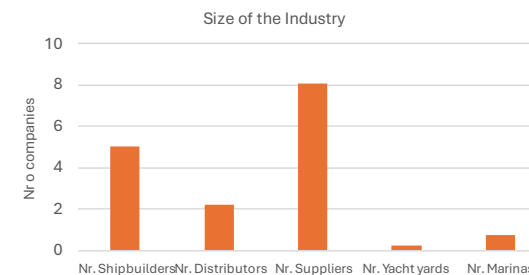
Navigable Area

- ❖ Inland waters and lakes **x.xxx Kms**
- ❖ Coastline **252.8 km**

⇒ **13 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 515.8 M€ Exports: 13.4 M€

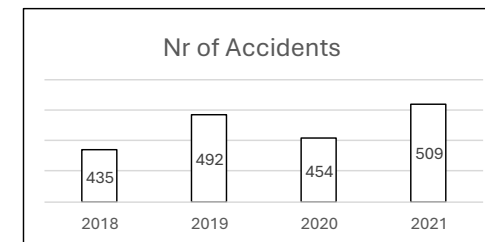
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Nautical licence** applies to small crafts up to 24m, sailing within territorial waters of Malta
 → As small craft is defined as a ship under 24m in length employed solely in the navigation within the territorial waters of Malta, whether mechanically driven or not and whether privately or commercially used including all types of boats such as sailing boats, motorboats, jet skis, fishing boats, etc.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✗

Nr of Accidents



Source: Transport Malta



Netherlands

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

The Netherlands has **503,000** Recreational Boats, which of **358,000** are motorized and **145,000** sailing boats



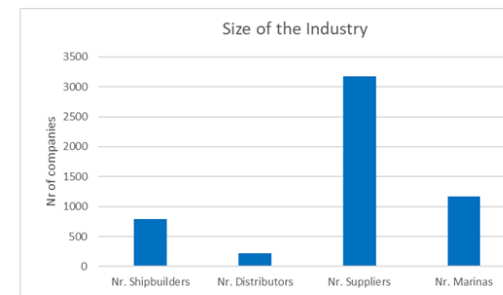
(Source: ICOMIA, 2022)

Navigable Area

- ❖ Inland waters and lakes **7,652kms**
- ❖ Coastline **400km**

⇒ **62 boats per navigable km**

Size of the Boating Industry



❖ Total Revenue

Imports: 2,139.3M€ Exports: 2,724.4 M€

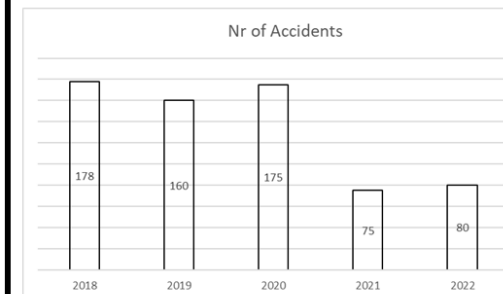
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Small certificate I** applies to sailing on rivers, canals and lakes and the Gouw zee – speed more than 20kms/hr, boat between 15 and 25 meters
 2. **Small Certificate II** applies on 'rivers-canals-lakes', Eems/Dollard, the Waddenzee, the IJsselmeer, Markermeer, Ijmeer and on the Oosterschelde and Westerschelde- same as above
 3. **Large Pleasure Boat Licence II**: applies to sailing on all inland waterways – boats more than 25m.
- ⇒ **No licence** for speed less than 20kms/hr and boats smaller than 15m.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents




Source: Rijkwaterstaat, 2023

Poland

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats
 Poland has **105.859** Recreational Boats, which of **63.515** are motorized and **42.344** sailing boats



(Source: ICOMIA. 2022)

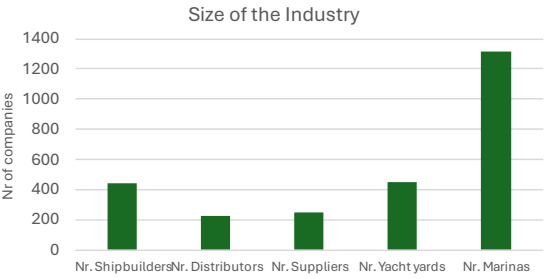
Navigable Area

- ❖ Inland waters and lakes **8.220 Kms**
- ❖ Coastline **770 km**

➔ **12 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 35.5 M€ Exports: 922.5 M€

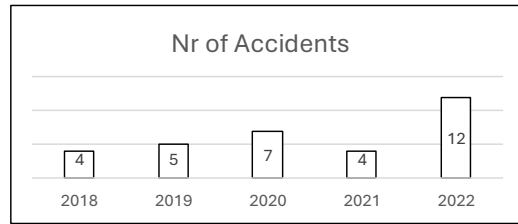
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Yacht sailor licence** applies to small yachts in inland waterways; yachts with a length up to 12m in inshore waters and within 2nm from the shore during the day
2. **Yacht helmsman licence** applies to sailing boats in inland waterways and for sailing boats up to 18m of length. in sea waters
3. **Yacht captain licence** applies to all types of sailboats in inland and sea waters
4. **Motorboat helmsman licence** applies to motorboats in inland waterways; yachts with a length up to 12m in inshore waters and within 2nm from the shore during the day
5. **Motorboat sea helmsman licence** applies to motorboats in inland waterways and for motorboats up to 18m of length. in sea waters
6. **Motorboat captain licence** applies to all types of motorboats in inland and sea waters

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	☑ (+ proof of experience)	☑	☒

Nr of Accidents



Source: State Marine Accident Investigation Commission

Portugal

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Portugal has **19.488** Recreational Boats. which of **18.128** are motorized and **1.360** sailing boats



(Source: CIA World Factbook; Spain as proxy)

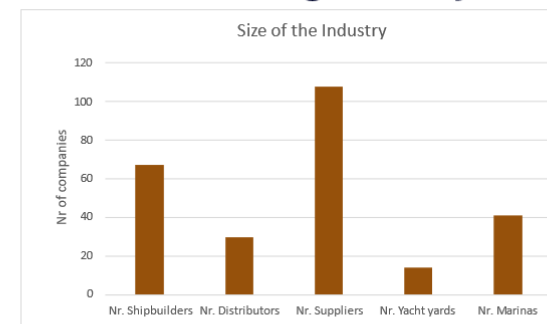
Navigable Area

- ❖ Inland waters and lakes **620 Kms**
- ❖ Coastline **1.793 km**

⇒ **8.1 boats per navigable km**

(Source: CIA World Factbook)

Size of the Boating Industry



❖ Total Revenue

Imports: 26.15 M€ Exports: 99.2 M€

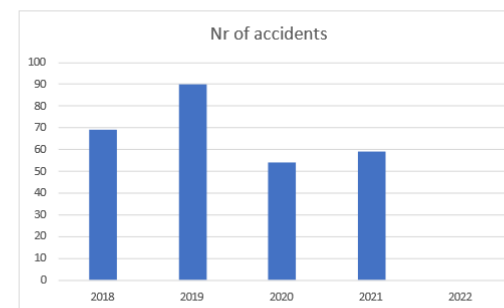
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **(Junior) sailor:** permit to navigate boats of <6 (jr.) or <12m and installed power <4.5 (jr.) or <22.5kW. at day within 1 (jr.) or 3NM from the low-water line. and 3 (jr.) or 10NM from any port of refuge
2. **Local skipper:** may sail (no boat dimensions specified) within sight (6NM) of the coast. within 25NM from any harbour.
3. **Coast skipper:** may navigate boats (no dimensions specified) up to 40NM from the coast.
4. **Skipper of the high seas:** may sail a vessel without any restrictions on distance from the coast.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✗

Nr of Accidents no data for 2022




Source: Maritime Accident Investigation Office and Aeronautical Meteorology Authority

Romania

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats
 Romania has **110.699** Recreational Boats, which of **106.979** are motorized and **3.720** sailing boats



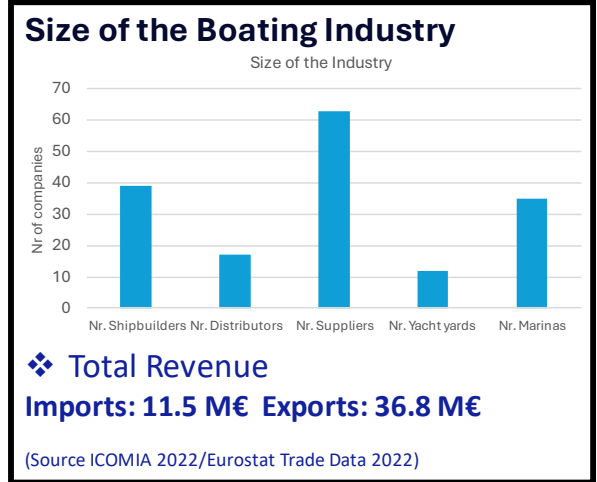
(Source: ICOMIA, 2022, estimate)

Navigable Area

- ❖ Inland waters and lakes **8.500 Kms**
- ❖ Coastline **225 km**

➔ **13 boats per navigable km**

(Source: CIA World Fact Book)



Legislation

- Skipper's certificate Class A** applies to pleasure crafts in inland and sea waters
- Skipper's certificate Class B** applies to pleasure crafts in inland and sea waters in an area up to 25nm from the coast
- Skipper's certificate Class C** applies to pleasure crafts in inland and sea waters in an area up to 6nm from the coast
- Skipper's certificate Class D** applies to pleasure crafts only in inland waters

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✗





Slovenia

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

Slovakia has **13.134** Recreational Boats. which of **7.880** are motorized and **5.254** sailing boats



(Source: ICOMIA. 2022)

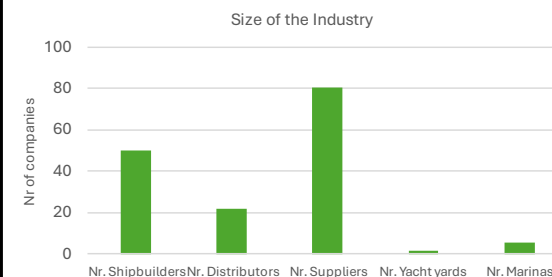
Navigable Area

- ❖ Inland waters and lakes **112 Kms**
- ❖ Coastline **46.6 km**

➔ **78 boats per navigable km**

(Source: CIA World Fact Book)

Size of the Boating Industry



❖ Total Revenue

Imports: 37.3 M€ Exports: 63.4 M€

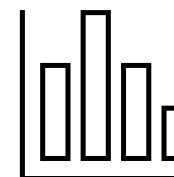
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. A Licence is necessary for all boats with an engine over 7.35kW and a length over 7m

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
☑	☑	☑	☒

Nr of Accidents



Source:

Slovakia

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Slovakia has **37.619** Recreational Boats, which of **28.718** are motorized and **8.901** sailing boats



(Source: ICOMIA. 2022. estimate)

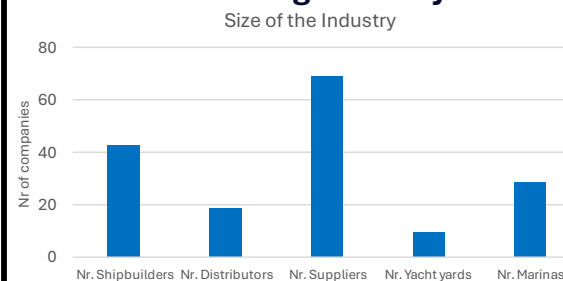
Navigable Area

- ❖ Inland waters and lakes **930 Kms**
- ❖ Coastline **0 km**

➔ **40 boats per navigable km**

(Source: CIA World Fact Book)

Size of the Boating Industry



❖ Total Revenue

Imports: 3.9 M€ Exports: 2.3 M€

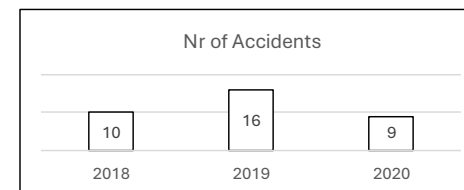
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Skipper's certificate Class A** applies to small vessels with engine power from 4kW to 20kW
2. **Skipper's certificate Class B** applies to small vessels with engine power of more than 20kW
3. **Skipper's certificate Class C** applies to small vessels (sailboat) with a sail area of more than 12m²

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents (professional and recreational crafts)



Source: Transport Authority



Spain

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats Registered between 2000-2023
In Spain 165,435 Recreational Boats:
149,623 are motorized
12,853 sailing boats and
2,959 rowing boats



(Source: Spanish Maritime Administration)

Navigable Area

- ❖ Inland waters and lakes **6,390 Kms**
- ❖ Coastline **7,905 km**

11,5 boats per navigable km



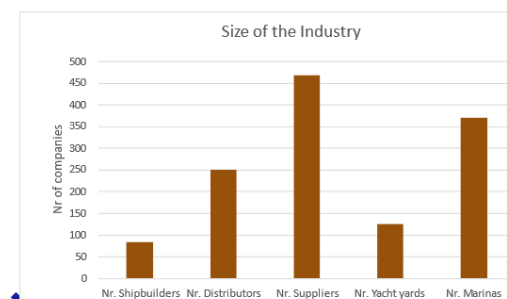
(Source: Spanish Maritime Administration)

Legislation

1. **Patter for basic navigation:** permit to operate motorised boats <8 meters, within 5nm from a port, marina or place of shelter. These navigation licences are also valid for jet skis.
 2. **Skipper licence:** permit to sail boats with length up to 15m and jet skis, both during the day and at night, within 12nm from the coast and between the island of the Balearic and Canary archipelago.
 3. **Yacht skipper and -captain licence:** sail boats of $\leq 24m$ and jet skis within 150NM from the coast and the Balearic and Canary archipelago. Captain: $\leq 24m$ (incl. motorboats); no geographical restrictions.
- **No licence** for pleasure- or watercraft at daytime with engine power less than 11.26 kW and smaller than 5m (motor) or 6m (sailing boats), and within 2 NM from a port, marina or shelter.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓ (Test)	✓ (only courses, no test)	✓	Not signed. ICC not accepted

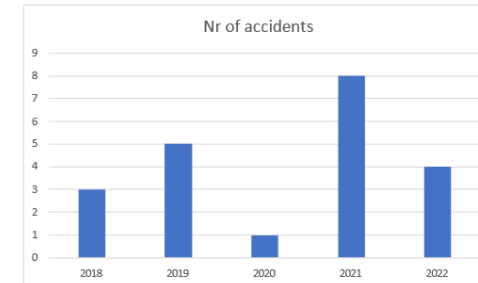
Size of the Boating Industry



❖ **Total Revenue**
Imports: 241.1 M€ Exports: 263.8 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

Nr of Accidents



Source: Standing Commission for Maritime Accident and Incident Investigation

Sweden

Skipper of Recreational Boat Licence - Factsheet



Number of Recreational Boats

Slovakia has **730,000** Recreational Boats, which of **610,000** are motorized and **120,000** sailing boats



(Source: ICOMIA, 2022)

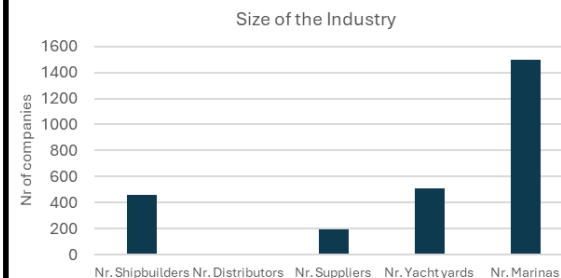
Navigable Area

- ❖ Inland waters and lakes **40,000 Kms**
- ❖ Coastline **48,000 km**

⇒ **8 boats per navigable km**

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: 147,2 M€ Exports: 82,5 M€

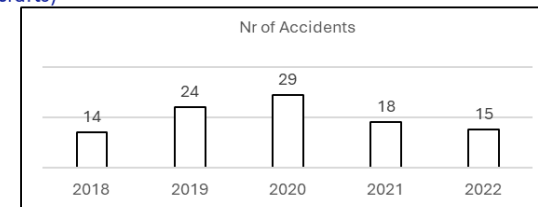
(Source ICOMIA 2022/Eurostat Trade Data 2022)

Legislation

1. **Licence** applies to recreational crafts more than 12m long and more than 4m wide
 ⇒ Otherwise, **no license is required**

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
⊗	⊗	⊗	⊗

Nr of Accidents (professional and recreational crafts)



Source: Transport Styrelsen (2022)



Switzerland

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

Slovakia has **97.441** Recreational Boats, which of **65.625** are motorized and **26.687** sailing boats



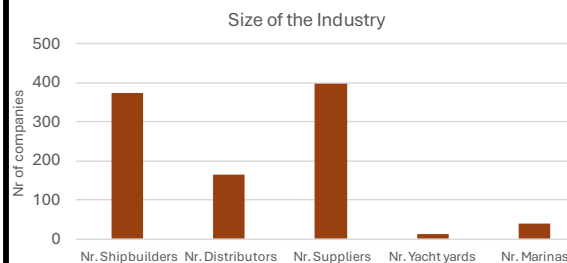
(Source: ICOMIA, 2022, estimate)

Navigable Area

❖ Difficult to define

(Source: ICOMIA 2022)

Size of the Boating Industry



❖ Total Revenue

Imports: 169 M€ Exports: 26,3 M€

(Source ICOMIA 2022/OEC 2021)

Legislation

- Licence for inland waters:**
 - Category A** applies to ships with mechanical propulsion >6kW (Lake Constance 4.4kW) and motorized sailing vessels with a sail area of >15 m2, provided they only operate under power.
 - Category B** (Passenger ships) and **C** (machine-propelled freight ships, push vessels and tugs) do not fall under recreational boating licences.
 - Category D** applies to sailing ships >15 m2 (Lake Constance 12 m2) and motorized sailing vessels with >6 kW propulsion power, provided they only operate under sail.
 - Category E** applies to Ships of a special design
- Licence for maritime waters** applies to sports and pleasure vessels (sailing - and motor yachts) for navigation in coastal waters and on the high seas, with no time or geographical restrictions.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents (


Difficult to define as the data are collected pekantoon



Norway

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats
 Norway has **814,000** Recreational Boats, which of **773,000** are motorized and **41,000** sailing boats



(Source: ICOMIA, 2020)

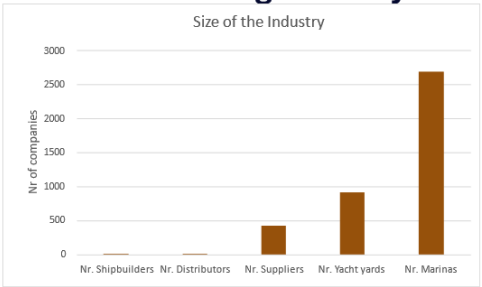
Navigable Area

- ❖ Inland waters and lakes **17,000 Kms**
- ❖ Coastline **53,200 km**

➔ **0.09 boats per navigable km**

(Source: ICOMIA, 2022)

Size of the Boating Industry



Category	Nr of companies
Nr. Shipbuilders	~100
Nr. Distributors	~100
Nr. Suppliers	~400
Nr. Yacht yards	~900
Nr. Marinas	~2700

❖ **Total Revenue**
Imports: 266 M€ Exports: 51.6 M€

(Source ICOMIA 2022/Eurostat Trade Data 2022)

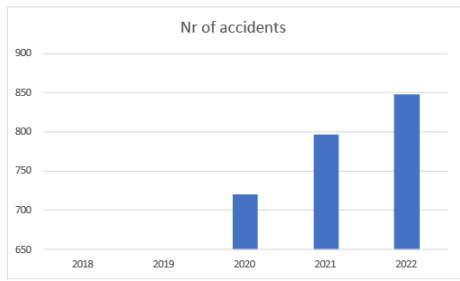
Legislation

1. **Recreational boating licence:** permit to operate recreational boat between 8 and 15m, with engine power more than 19 kW. (people born before 1980 may operate boats up to 15m without a licence)
2. **Desk Officer Class 5 Pleasure Craft (D5L) certificate:** for recreational crafts between 15-24m length. Both licences concern the Great Coasting trade area of Norway

➔ **No licence** for speed less than 50 knots/hr, engine power up to 19 kW, and length smaller than 8m.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓	✓	✓	✓

Nr of Accidents



Year	Nr of accidents
2018	~650
2019	~650
2020	~720
2021	~800
2022	~850

Source: Norwegian Safety Investigation Authority



United Kingdom (UK)

Skipper of Recreational Boat Licence - Factsheet

Number of Recreational Boats

The UK has **620.529** Recreational Boats, which of **395.161** are motorized and **225.368** sailing boats



(Source: ICOMIA. 2022)

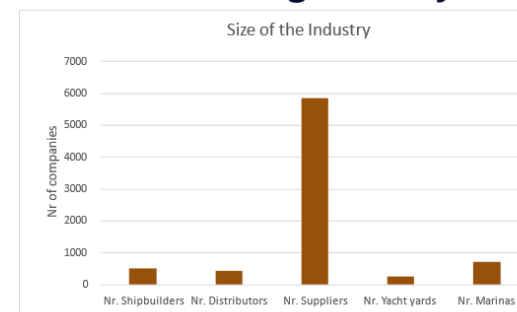
Navigable Area

- ❖ Inland waters and lakes **3.250 Kms**
- ❖ Coastline **17.381 km**

⇒ **30.1 boats per navigable km**

(Source: ICOMIA. 2022)

Size of the Boating Industry



❖ **Total Revenue**
Imports: **573 M€** Exports: **956 M€**

(Source ICOMIA 2022/Eurostat Trade Data 2022)

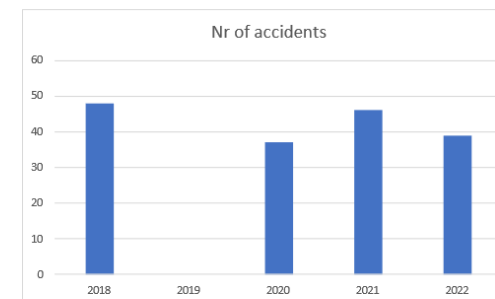
Legislation medical fitness unknown. to be asked in the surveys.

1. **Royal Yachting Association (RYA) Advanced Powerboats:** certificate for powerboats
2. **RYA Day skipper:** sail yachts up to 15m within 20NM from the coast
3. **RYA Yachtmaster (coastal, offshore, or ocean):** apply to boats up to 24m. permit to sail in passages in coastal waters (coastal). in international waters up to 150NM (offshore) or all worldwide (ocean). In RYA skipper/yachtmaster certificates. sailboats and motorboats are differentiated.

⇒ Pleasure boats have very few national rules in the UK. as long as they carry ≤12 passengers.

Theoretical Knowledge	Practical Knowledge	Medical Fitness	UNECE ICC Resolution 40
✓ (varies per type of boat)	✓ (varying) (+ Boat Safety Scheme Certificate)	?	✓

Nr of Accidents



Source: Marine Accident Investigation Branch

13. ANNEX III- Data Sources for Statistical Overview

Data collected	Source	Assessment of completeness
A1.1. Number of motorised boats & A1.2. Number of sailed boats	International Council of Marine Industry Associations (ICOMIA) yearbook 2022 Data from national boating agencies	Good completeness
A2. Sailing area	ICOMIA yearbook 2022 Central Intelligence Agency (CIA) World Factbook	High completeness
A3. % owned by renting company*	Data from national boating agencies	Low completeness
B1. Number of boat licences*	National Authorities & National Boating agencies	Low completeness
C1. Number of shipbuilders	ICOMIA yearbook 2022 National Boating agencies	High completeness
C2. Number of distributors	ICOMIA yearbook 2022 National Boating agencies	Low completeness
C3. Number of suppliers	ICOMIA yearbook 2022 Eurostat NACE data National Boating agencies	Good completeness
C4. Number of Yacht yards	No available data (estimations used on Dutch source)	Low completeness
C5. Number of Marinas	ICOMIA yearbook 2022 National Boating agencies	Good completeness
C6. Employment levels in recreational boat building industry	ICOMIA Yearbook 2022	High completeness
C7. Economic Trade Data	Eurostat	High completeness

14. ANNEX IV- Overview of Licence Validity and Needs per Country

1. Austria		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	The ICC of accepted in Austria as long as it is valid. In case the ICC is not valid (expiration date, age constraints) then the ICC cannot be renewed, and an Austrian licence needs to be issued.	For countries that do not implement ICC an Austrian licence needs to be issued.
Current country of residence does not apply ICC Resolution No. 40		

2. Belgium		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	ICC is accepted in Belgium as long as it is valid. In case the ICC is not valid (expiration date, age constraints) then the ICC cannot be renewed, and a Belgian licence needs to be issued.	No differentiation between citizenship and country of residence for the ICC.
Current country of residence does not apply ICC Resolution No. 40	No differentiation between citizenship and country of residence for the ICC.	There is a list of certificates recognised in Belgium for which you do not need a Belgian equivalent when moving.

3. Bulgaria		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

4. Croatia		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	The Croatian Ministry has developed a comprehensive list outlining which licences are accepted by local authorities and is available online. The country of residence or Citizenship of the holder are not relevant.	

<p>Current country of residence does not apply ICC Resolution No. 40</p>	<p>The licencing follows the laws of the flag state. There is no differentiation between countries recognising the ICC and not. Skippers might be asked to get a VHF certificate.</p>
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<p>5. Cyprus</p>		
<p>Current country of residence / Citizenship of skipper</p>	<p>Citizenship of skipper applies ICC Resolution No. 40</p>	<p>Citizenship of skipper does not apply ICC Resolution No. 40</p>
<p>Current country of residence applies ICC Resolution No. 40</p>	<p>There seem to be no problems with flag state, or country where a licence is issued: because although Cyprus has not implemented ICC, it recognises international licences as long as the limitations of the licence cover the needs of the boat (and the waters sailed in). Skipper's licences may be recognised regardless country of issue. When a Cypriot or a foreigner move to Cyprus (residency) then they need to change the licence to a Cypriot one. For the users that are not Cypriot residents' foreign licences are recognised as long as their requirements are the same with Cypriot licence requirements.</p>	
<p>Current country of residence does not apply ICC Resolution No. 40</p>		

<p>6. Czech Republic</p>		
<p>Current country of residence / Citizenship of skipper</p>	<p>Citizenship of skipper applies ICC Resolution No. 40</p>	<p>Citizenship of skipper does not apply ICC Resolution No. 40</p>
<p>Current country of residence applies ICC Resolution No. 40</p>	<p>Czech Republic recognises all foreign qualifications that pursue ICC Res. 40 without further acknowledgement. In addition, Czech Republic is a flag state so the laws of the state that the flag belongs reflect to the recognition.</p>	
<p>Current country of residence does not apply ICC Resolution No. 40</p>	<p>No information</p>	<p>No information</p>

7. Denmark		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Foreign certificates are not approved for sailing Danish vessels that require a certificate regardless of where it is issued. Certificates for recreational sailing issued by another country can be assessed and converted by approved providers of exams for recreational sailors, who will assess the foreign certificate and issue a certificate if all the requirements are met. ⁵⁹ ICC is not recognised in Denmark. The rules of the flag are more important.	
Current country of residence does not apply ICC Resolution No. 40		

8. Estonia		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

9. Finland

Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	In Finland, no licence is obligatory to sail finish vessels. ICC is recognised if needed. If an international without licence wants to sail abroad, he can apply for an ICC.	
Current country of residence does not apply ICC Resolution No. 40		

10. France

Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	France does not recognise ICC Resolution 40. Foreign titles for people who move from abroad can be recognised in case-by-case basis and a French equivalent can be issued.	

⁵⁹ Danish Ministry of Transport. <https://www.dma.dk/recreational-sailing/training-programmes-and-personal-certificates/issue-of-certificates->

Current country of residence does not apply ICC Resolution No. 40	No information available	
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11. Germany		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Germans living abroad temporarily and then returning to Germany. German residents need a German recreational boat licence for the respective waters in order to sail there. If a German person, after having lived abroad temporarily, returns residency in Germany, they will have to acquire a German recreational boat licence.	Moving abroad from Germany. Or: Sailing a recreational boat under the German flag, abroad (not in Germany). The recognition of German licence is not a matter of citizenship, but of residence: only people who have a German recreational boat licence and leave in Germany are entitled to operate a recreational boat under the German flag abroad.
Current country of residence does not apply ICC Resolution No. 40	Moving to Germany, either as a 'guest' (up to one year) or permanently (longer). Skippers who reside outside of Germany can use their foreign licence to navigate the relevant waters in Germany, but only up to one year. To sail in Germany with a pleasure boat for more than a year, a German licence is required - regardless of one's citizenship. Sailing in Germany with a non-boating area specified (ICC) licence. In Germany, the Rhine, Lake Constance, and sections of the Spree in Berlin, as well as other inland waterways, have their own licence requirements. Germany is a coastal state.	

12. Greece		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Greece does not implement or recognise the ICC. According to the Greek authorities a licence held by a Greek or foreign national, is	

<p>Current country of residence does not apply ICC Resolution No. 40</p>	<p>accepted, provided that it has been officially issued or recognised by a governmental authority of the country of origin. In this case, the licence holder, during an inspection, must carry an official translation of the licence obtained abroad, accompanied by a certification from the corresponding embassy or consular authority verifying that the authority that issued it is competent for this purpose or that the entity that issued it has been officially recognised by a governmental authority of the respective country. Recognition is not a subject of residency of Citizenship. Greece is a coastal state not a flag state.</p>
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13. Hungary		
<p>Current country of residence / Citizenship of skipper</p>	<p>Citizenship of skipper applies ICC Resolution No. 40</p>	<p>Citizenship of skipper does not apply ICC Resolution No. 40</p>
<p>Current country of residence applies ICC Resolution No. 40</p>	<p>No information</p>	<p>No information</p>
<p>Current country of residence does not apply ICC Resolution No. 40</p>	<p>No information</p>	<p>No information</p>

14. Ireland		
<p>Current country of residence / Citizenship of skipper</p>	<p>Citizenship of skipper applies ICC Resolution No. 40</p>	<p>Citizenship of skipper does not apply ICC Resolution No. 40</p>
<p>Current country of residence applies ICC Resolution No. 40</p>	<p>In Ireland, the certificates are mandatory. When renting a boat though or wanting to buy a boat the insurance company might request certification and decide accordingly. The Citizenship and country of residence of the holder are of no relevance.</p>	
<p>Current country of residence does not apply ICC Resolution No. 40</p>		

15. Italy		
<p>Current country of residence / Citizenship of skipper</p>	<p>Citizenship of skipper applies ICC Resolution No. 40</p>	<p>Citizenship of skipper does not apply ICC Resolution No. 40</p>
<p>Current country of residence applies ICC Resolution No. 40</p>	<p>According to the Italian Authorities for navigation as master of pleasure boats or ships (yachts) within Italian territorial maritime and inland waters, an Italian nautical licence is mandatory for Italian residents regardless the Citizenship and regardless of if the licence</p>	

Current country of residence does not apply ICC Resolution No. 40	issued outside Italy is based on ICC. For international licences Italian authorities have in place bilateral agreements but this do not apply for Italian residents who need to change their licence with an Italian one.
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16. Lithuania		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Lithuanian authorities recognise the ICC. No additional information is available	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

17. Luxembourg		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Luxembourg applies all requirements of the ICC. And holders of a foreign licence can request an endorsement of their licence, which allows them to navigate within Luxembourg/under the Luxembourg flag, and within the limits of this foreign licence.	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

18. Malta		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	Although Malta accepts ICC as proof of competency in international waters, the country has not signed the Resolution. In Malta, ICC and other international certificates are recognised, but only if issued by competent authorities of the states that implemented Res. No. 40.
Current country of residence does not apply ICC Resolution No. 40	No information	No information

19. The Netherlands		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40

Current country of residence applies ICC Resolution No. 40	In general, the licencing system in the Netherlands is not mandatory. The Netherlands authorities recognise the ICC regardless citizenship and country of residence.	International certificates can be changed into Dutch ones on case by case.
Current country of residence does not apply ICC Resolution No. 40	No information	NL acknowledges licences regardless of if it is an ICC or another European licence, irrespective of the holder's Citizenship and country of residence. Further, there is no requirement for evidence of competence in NL, other than that stipulated by the vessel's flag state.

20. Poland		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	A resident from Poland who has obtained a Polish boating licence (without ICC) cannot change it to an ICC in another country but needs to follow the procedure as in the country he/she moves.
Current country of residence does not apply ICC Resolution No. 40	No information	No information

21. Latvia		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Latvian authorities recognise licences that have been issued by ICC for people who are moving in Latvia. Latvian authorities do not renew licences that are not valid.	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

22. Portugal		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40

Current country of residence applies ICC Resolution No. 40	When moving to Portugal a Portuguese equivalent licence is required. Portuguese authorities present a list of countries and certificates that can automatically be recognised.
Current country of residence does not apply ICC Resolution No. 40	

23. Romania		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	ICC is recognised in Romania no further information is available.	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

24. Slovakia		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

25. Slovenia		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

26. Spain		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	<p>Spanish nationals need to have Spanish licence in order to sail in Spain. They can demonstrate other international titles as long they prove that they are residents in the country that has issued the licence.</p> <p>For internationals that move to Spain and want to sail boats under the Spanish flag they have to change their certificates. The Spanish authorities provide a series of certificate that are directly recognised. In all other cases it is decided on a case-by-case basis. Otherwise, the holders need to apply for a Spanish licence.</p>	

Current country of residence does not apply ICC Resolution No. 40	Spain is a flag state, and it does not recognise ICC.
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27. Sweden		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Sweden is a flag state that recognises ICC. In addition, Sweden does not have a mandatory skipper’s licence system therefore people who move there do not need to change or update their licence.	
Current country of residence does not apply ICC Resolution No. 40		

28. Norway		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	No information	No information
Current country of residence does not apply ICC Resolution No. 40	No information	No information

29. Switzerland		
Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	<p>For Switzerland, it is relevant whether someone rents and drives a boat here on holiday or whether they move their place of residence to Switzerland. For holidays, the UNECE Resolution 40 is applicable. In addition, Switzerland has agreements for mutual recognition with various countries.</p> <p>A Swiss licence must be obtained when changing residence. Switzerland only converts licences from Germany and Austria. The French training and examination never meet the standard in Switzerland. In Italy, the mutual recognition of licences does not work in the event of a change of residence.</p> <p>Citizenship of the holder is not relevant in Switzerland.</p>	
Current country of residence does not apply ICC Resolution No. 40		

30. UK

Current country of residence / Citizenship of skipper	Citizenship of skipper applies ICC Resolution No. 40	Citizenship of skipper does not apply ICC Resolution No. 40
Current country of residence applies ICC Resolution No. 40	Pleasure boats have very few national rules, as long as they carry no more than 12 passengers. The UK has no requirements for amateur sailors of any Citizenship if sailing around UK coast in <24m vessels.	

Current country of residence does not apply ICC Resolution No. 40	No need for the Citizenship or the country of residence of the holder to match the country that issued the licence. UK issues the RYA which is recognised in many countries along the EU and internationally.
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15. ANNEX V – Sources of Accident Data

Country	Name of the national investigative body	Website	Status
Austria	Safety Investigation Authority of Austria	https://www.bmk.gv.at/	NA
Belgium	Federal Bureau for the Investigation of Maritime Accidents	https://mobilit.belgium.be/en/shipping/federal_bureau_investigation_maritime_accidents_febima	NA
Bulgaria	Maritime Accident Investigation Unit	http://www.mtitc.government.bg/	Information available only for big maritime accidents
Croatia	Air, Maritime and Railway Traffic Accidents Investigation Agency	http://www.ain.hr/	Data available
Cyprus	Marine Accident and Incident Investigation Committee	http://www.maic.gov.cy/mcw/dms/maic/maic.nsf/	https://www.philenews.com/kipros/koinonia/article/1283116/etsi-fthasame-se-11-nekrouske-2-agnoumenous-sti-thalassa/
Czech Republic	Ministry of Transport, Czech Maritime Administration Navigation Department	http://www.mdcr.cz/	Data available
Denmark	Danish Maritime Accident Investigation Board	http://www.dmaib.com/	Incident reports only
Estonia	Safety Investigation Bureau of Estonia	http://www.ojk.ee/	Data available in incident report format
Finland	Safety Investigation Authority of Finland	http://www.onnettomuustutkinta.fi/	Data available in incident report format
France	French Marine Casualties Investigation Board	http://www.bea-mer.developpement-durable.gouv.fr/	Available data
Germany	Federal Bureau of Maritime Casualty Investigation	http://www.bsu-bund.de/	Data available
Greece	Hellenic Bureau for Marine Casualties Investigation	http://www.hbmci.gov.gr/	Website not accessible
Hungary	Transportation Safety Bureau of Hungary	http://www.kbsz.hu/	Data available
Ireland	Marine Casualty Investigation Board	http://www.mcib.ie/	Data available in incident report format
Italy	General Directorate for Railway and Maritime Accident Investigation	http://www.mit.gov.it/	NA
Latvia	Transport Accident and Incident Investigation Bureau	http://www.taiib.gov.lv/	Incident reports only

Lithuania	Transport Accident and Incident Investigation Division	https://tm.lrv.lt/en/fields-of-activity/transport-accident-and-incident-investigations	Data available
Luxembourg	Administration of Technical Investigations	http://www.mt.public.lu/transport/AET	NA
Malta	Marine Safety Investigation Unit	https://mtipservices.gov.mt/mt/Pages/MSIU/Marine-Safety-Investigation-Unit.aspx?IsPrintPrev=1&IsPrintPrev=1	NA
The Netherlands	Dutch Safety Board ILT - Human Environment and Transport Inspectorate	http://www.safetyboard.nl/ https://onderzoeksraad.nl/wp-content/uploads/2023 https://www.ilent.nl/onderwerpen/veiligheid-zeevaart-en-havens/	Data available
Poland	State Marine Accident Investigation Commission	http://www.pkbwm.gov.pl/	Data available
Portugal	Maritime Accident Investigation Office and Aeronautical Meteorology Authority	http://www.gama.mm.gov.pt/	Not complete. Data available upon request
Romania	Marine Accidents Investigation Department	http://www.mt.ro/	NA
Slovakia	Aviation and Maritime Investigation Authority - AMIA	https://www.mindop.sk/ministry-5191/transport/aviation-and-maritime-investigastion-5238/about-us	Incident reports only
Slovenia	Maritime Accident and Incident Investigation Services	https://www.gov.si/drzavni-organi/ministrstva/ministrstvo-za-infrastrukturo/omministrstvu/sluzbe-za-preiskovanje-letalskih-pomorskih-in-zelezniskih-nesrec-in-incidentov/preiskovanje-pomorskih-nesrec-in-incidentov/	Incident reports only
Spain	Standing Commission for Maritime Accident and Incident Investigation	https://www.mitma.gob.es/organos-colegiados/ciaim	Data available in incident report format
Sweden	Swedish Accident Investigation Authority	http://www.havkom.se/	Data available

United Kingdom	Marine Accident Investigation Branch	https://www.gov.uk/maib-reports	Data available in incident report format
Switzerland	Swiss Transportation Safety Investigation Board (STSB)	https://www.sust.admin.ch/en/stsb-homepage	Data available
Norway	Norwegian Safety Investigation Authority	http://www.nsia.no/	Data available

16. ANNEX VI – Calculations of Chapter 8

This ANNEX presents tables that summarize the calculation of the baseline presented in Chapter 8.

Table 31 European recreational boat fleet synthesis in 2022 (motorboats vs sailboats)

Member State	Nr of motorised Vessels	Nr of sailing Vessels	Total number of boats
Austria	44034	13648	57683
Belgium	13987	5665	19652
Bulgaria	33645	1170	34815
Croatia	61485	40990	102475
Cyprus	8068	281	8348
Czech Republic	50025	15505	65530
Denmark	112653	22161	134814
Estonia	35474	1167	36641
Finland	1117356	18600	1135956
France	926451	207987	1134438
Germany	286000	194000	480000
Greece	183746	6390	190136
Hungary	105608	32733	138341
Ireland	6300	4200	10500
Italy	465376	19800	485176
Latvia	15176	499	15675
Lithuania	14491	477	14968
Luxembourg	948	632	1580
Malta	3100	108	3207
Netherlands	358000	145000	503000
Poland	63515	42344	105859
Portugal	18128	1360	19488
Romania	106979	3720	110699
Slovakia	28718	8901	37619
Slovenia	7880	5254	13134
Spain	85300	6400	91700
Sweden	610000	120000	730000
Norway	773000	41000	814000
Switzerland	39526	12251	51777
United Kingdom	395161	225368	620529
Total	5970131	1197610	7167741

Table 32 Calculation of the evolution of number of recreational boats per Member States.

Member State	Population Growth (%) 2020-2030	Population Growth (%) 2020-2040	Population Growth (%) 2020-2050	Member State	Nr of boats Total 2030	Nr of boats Total 2040	Nr of boats Total 2050
Austria	3,5	6,2	8	Austria	59701	61259	62297
Belgium	4,1	7,5	9	Belgium	20458	21126	21420
Bulgaria	-8	-15	-20,5	Bulgaria	32030	29593	27678
Croatia	-5,6	-10,3	-14,8	Croatia	96736	91920	87309
Cyprus	8,7	15,2	20,1	Cyprus	9075	9617	10026
Czech Republic	2,8	5	6,8	Czech Republic	67365	68807	69986
Denmark	3	6,1	8,5	Denmark	138859	143038	146274
Estonia	0,4	0,8	1	Estonia	36788	36934	37007
Finland	2,1	3,9	5,2	Finland	1159811	1180258	1195026
France	3,2	5,8	7	France	1170740	1200235	1213849
Germany	0,5	0,8	1,2	Germany	482400	483840	485760
Greece	-3,7	-6,5	-8,2	Greece	183101	177777	174545
Hungary	-2,1	-4,2	-6	Hungary	135436	132531	130041
Ireland	9,8	18	25	Ireland	11529	12390	13125
Italy	-2,5	-4,8	-7	Italy	473047	461888	451214
Latvia	-8,5	-14,2	-18,5	Latvia	14343	13449	12775
Lithuania	-9	-16	-19,8	Lithuania	13621	12573	12004
Luxembourg	13	24	35	Luxembourg	1786	1960	2133
Malta	12,5	20,5	28,5	Malta	3608	3865	4122
Netherlands	4,3	7,8	9,6	Netherlands	524629	542234	551288
Poland	-5,2	-10,5	-15	Poland	100354	94744	89980
Portugal	-2,9	-5,3	-7,1	Portugal	18923	18456	18105
Romania	-7,5	-12	-15,5	Romania	102397	97415	93541
Slovakia	1	1,5	2	Slovakia	37995	38183	38371
Slovenia	0,7	1,1	1,6	Slovenia	13226	13278	13344
Spain	0,8	1,4	1,8	Spain	92434	92984	93351
Sweden	7,4	13,5	18,5	Sweden	784020	828550	865050
Norway	6,5	10,5	14,5	Norway	866910	899470	932030
Switzerland	5,5	10,2	14	Switzerland	54625	57058	59026
United Kingdom	3,8	6,8	8,5	United Kingdom	644109	662725	673274
Total				Total	7350054	7488156	7583950

Table 33 Overview of results from the questionnaire surveys.

Country of residence	Nr of respondents								Percentage of respondents						
	Nr of respondents	Have a boat	Have a licence	Have travelled abroad	Have rented a boat in your country or abroad	Own two boats	Own 3 boats	Own 4 boats or more	Have a boat	Have a licence	Have travelled abroad	Have rented a boat in your country or abroad	Own two boats	Own 3 boats	Own 4 boats or more
Austria	28	9	28	7	27	3	0	0	32%	100%	25%	96%	11%	0%	0%
Belgium	58	48	58	41	51	10	1	0	83%	100%	71%	88%	17%	2%	0%
Bulgaria	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%
Croatia	9	8	9	2	7	1	0	1	89%	100%	22%	78%	11%	0%	11%
Cyprus	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%
Czechia	2	1	2	1	2	0	0	0	50%	100%	50%	100%	0%	0%	0%
Denmark	4	3	3	3	3	1	0	0	75%	75%	75%	75%	25%	0%	0%
Estonia	1	1	1	1	1	0	0	0	100%	100%	100%	100%	0%	0%	0%
Finland	4	4	4	3	3	1	0	0	100%	100%	75%	75%	25%	0%	0%

France	207	158	169	73	129	26	3	0	76%	82%	35%	62%	13%	1%	0%
Germany	324	190	313	140	323	31	3	2	59%	97%	43%	100%	10%	1%	1%
Greece	9	9	8	4	8	2	1	0	100%	89%	44%	89%	22%	11%	0%
Hungary	2	1	2	0	1	0	0	0	50%	100%	0%	50%	0%	0%	0%
Ireland	14	13	11	8	12	2	1	2	93%	79%	57%	86%	14%	7%	14%
Italy	37	22	33	15	30	1	0	0	59%	89%	41%	81%	3%	0%	0%
Latvia	9	8	8	5	9	2	1	0	89%	89%	56%	100%	22%	11%	0%
Lithuania	0	0	0	0	0	0	0	0	0%	0%	0%	100%	0%	0%	0%
Luxembourg	3	1	3	1	3	0	0	0	33%	100%	33%	100%	0%	0%	0%
Malta	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%
Netherlands	612	562	553	302	605	116	27	11	92%	90%	49%	99%	19%	4%	2%
Poland	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%
Portugal	17	11	17	8	19	1	0	0	65%	100%	47%	112%	6%	0%	0%
Romania	1	1	1	1	1	0	0	0	100%	100%	100%	100%	0%	0%	0%
Slovak Republic	2	1	1	0	1	1	0	0	50%	100%	0%	100%	100%	0%	0%

Slovenia	1	0	1	0	1	0	0	0	0%	100%	0%	100%	0%	0%	0%
Spain	107	94	106	21	107	7	1	1	88%	99%	20%	100%	7%	1%	1%
Sweden	5	5	5	3	5	1	1	0	100%	100%	60%	100%	20%	20%	0%
Other...	519	410	494	410	396	89	14	10	79%	95%	79%	76%	17%	3%	2%

Table 34 Number of users facing a problem.

Member State	Number of boats	Nr of Licenced users	Nr of users with a problem			
Austria	57.683	90.645	3.237			
Belgium	19.652	19.313	1.648			
Bulgaria	34.815	0	0	No data		
Croatia	102.475	91.089	2.249			
Cyprus	8.348	0	0	No data		
Czech Republic	65.530	98.295	9.830	Not enough replies so the EU average was considered		
Denmark	134.814	101.111	10.111	Not enough replies so the EU average was considered		
Estonia	36.641	36.641	36.641			
Finland	1.135.956	851.967	85.197	Not enough replies so the EU average was considered		
France	1.134.438	1.015.670	34.607			
Germany	480.000	603.960	28.191			
Greece	190.136	112.673	11.267	Not enough replies so the EU average was considered		
Hungary	138.341	207.512	20.751	Not enough replies so the EU average was considered		
Ireland	10.500	5.893	589	Not enough replies so the EU average was considered		
Italy	485.176	596.458	19.606			
Latvia	15.675	10.837	1.084	Not enough replies so the EU average was considered		
Lithuania	14.968	0	1.084	For Lithuania not enough replies so the same number as Latvia was taken		
Luxemburg	1.580	2.633	293			

Malta	3.207	0	0	No data		
Netherlands	503.000	377.271	15.210			
Poland	105.859	0	0			
Portugal	19.488	25.220	698			
Romania	110.699	110.699	11.070	Not enough replies so the EU average was considered		
Slovakia	37.619	18.810	1.881	Not enough replies so the EU average was considered		
Slovenia	13.134	26.268	2.627	Not enough replies so the EU average was considered		
Spain	91.700	94.239	2.247			
Sweden	730.000	438.000	52.560			
Other	612.066	578.093	57.787			
Total (EU)	4.951.434	4.497.203	300.117			