

## **Directive – (EU) 2022/993**

### **Information Note from the Department of Transport**

#### **1. Directive Title**

Directive (EU) 2022/993 of the European Parliament and of the Council of 8 June 2022 on the minimum level of training of seafarers (codification)

#### **2. Transposition Deadline**

N/A

#### **3. Anticipated Transposition date**

No further transposition required.

The directives that are being codified have been transposed via:

European Union (Training, Certification and Watchkeeping for Seafarers)  
Regulations 2014 (S.I. No. 242 of 2014)

&

European Union (Training, Certification and Watchkeeping for Seafarers)  
(Amendment) Regulations 2021 (S.I. No. 454 of 2021)

#### **4. COM number of original Commission proposal**

2020/0329(COD)

#### **5. Department with primary responsibility**

Department of Transport

#### **6. Other Departments involved**

N/A

#### **7. Background to, short summary and aim of the directive**

Directive 2008/106/EC of the European Parliament and of the Council on the minimum level of training of seafarers has been substantially amended several times. In the interests of clarity and rationality, this Directive and the subsequent Directives that amended it are being codified.

#### **Previous Directives:**

Directive 2008/106/EC – Directive 2008/106/EC was a recast of previous Directives which provided for the minimum level of training of seafarers.

Directive 2012/35/EU - This Directive brought the European Union directive on the training of seafarers in line with then recently updated international rules. The international rules set minimum standards, while EU rules ensure their enforcement in the EU.

Directive (EU) 2019/1159 - This Directive introduced into EU law certain amendments to the IMO's International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW).

**Aim of Directive:**

The aim of this codifying Directive is to improve the accessibility and transparency of the legislative framework by bringing the provisions of several previous acts into one single act. It does this by superseding the various acts incorporated in it while fully preserving the content of the acts being codified. It does no more than bringing them together with only such formal amendments as are required by the codification exercise itself.

**8. Legal basis of the Directive**

N/A

**9. Category of Directive**

No significance.

**10. Implications for Ireland (including details of regulatory impact assessments carried out in Ireland, if required)**

N/A

**11. Impact on the public**

N/A

**12. Estimated cost to the Exchequer**

N/A

**13. Consequences and possible costs, arising from non-transposition**

N/A

**14. Have consultations taken place with stakeholders or are there any plans to do so?**

N/A

**15. Are there areas of the Directive where Member States have discretion on implementation?**

N/A

**16. Does Ireland intend to seek any derogations from the provisions of the Directive?**

N/A

**17. Offences or penalties (if any) to be created by the transposition of the Directive**

N/A

**18. Competent authorities or market surveillance authorities (if any) to be designated by the transposition of the Directive**

N/A

**19. Consequences for national legislation?**

N/A

**20. Are there any parts of the Directive which are planned to be transposed by primary legislation, and if so, which parts?**

N/A

**21. When is it anticipated that the draft statutory instrument(s) transposing this Directive will be available?**

N/A

**22. Contact name, telephone number and e-mail address of official in Department with primary responsibility**

Maritime Safety Policy Division, Department of Transport

**Date: 22/08/2023**