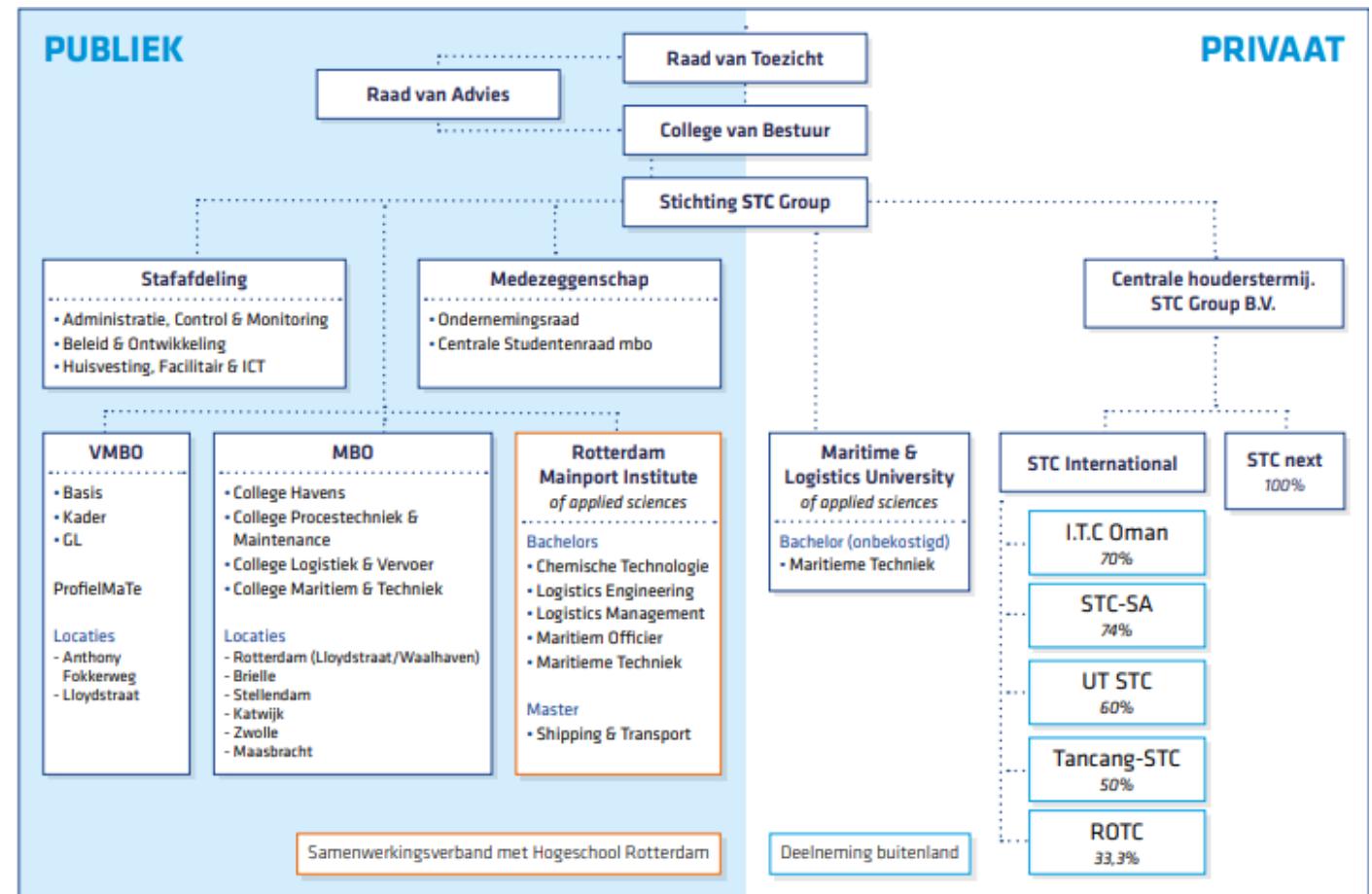


The image features a dark navy blue background. A thick, teal-colored swoosh graphic starts from the bottom left, curves upwards and to the right, then loops back towards the bottom right. Overlaid on the center of the swoosh is the STC logo, which consists of the letters 'STC' in a bold, white, sans-serif font. The letters are slightly slanted to the right.

STC



STC: what kind of educational organisation is it?



STC GROUP IN THE WORLD



Locaties waar STC actief is

- 1 Nederland
- 2 Colombia
- 3 Brazilië
- 4 Zuid Afrika
- 5 Oman
- 6 Vietnam
- 7 Indonesië



Oman



Vietnam

STC Inland Waterway Transport

Vocational education schoolyear 2025-2026:

- ✓ 10 FTE teachers specialized IWT
- ✓ 85 students Boatmen
- ✓ 196 students Boatmaster
- ✓ 93 students Captain IWT = Boatmaster + program
- ✓ 72 students specialized mooring boats seaports = Boatmaster + program

Total: 446 students

STC Next 2025:

- ✓ 4 FTE teachers and 5 teachers in flexpool
- ✓ Trained and examined more than 100 boatmen (En, Du and NL)
- ✓ Trained 125 Boatmasters in the ML competences ES-QIN
- ✓ Trained 85 Boatmasters on the full mission simulators
- ✓ Trained 226 Boatmasters for radar patent

Total: 536 IWT training programs





WHY STC NEXT

private training provider in:

- maritime
- port logistics
- process technology
- and expert in inland waterway transport

STC Next Inland Waterway Transport

Facilities, certification and training for:

- Boatmaster license EU-Directive 2017/2397
- Approved Simulators EU-Directive 2017/2397 (four full-mission simulators)
- Radar patent (five simulators)
- VHF certificate
- LNG expert
- Engineer certificate
- Customized courses according to clients wishes



Inland Waterway Transport

STC NEXT IWT facilities

5 simulators Radarpatent



4 full-mission IWT simulators





STC NEXT IWT developments

- Fully digitalized learning programs
ML level ES-QIN (En, NL)
- Fully digitalized learning programs
OL level ES-QIN (En, Du en NL)
- E-learning LNG expert

Why do we believe in digitalization?

- It opens the world for new employees all over Europe and even worldwide
- It helps people to grow and learn direct on the job

Observations of gaps in Directive (EU) 2017/2397

- ✓ Lack of specific tools to support national implementation. The HOW is missing.
 - ✓ Let's think out loud about perspectives for action and actively share best practices
- There is no structure for continuing professional education and developments, despite industry demand and a sharp increase in incidents (other sectors in logistics have fully embedded this).
 - ✓ Let's be creative and think about incentives; maybe we need new partnerships for this (insurance companies? financial institutions?)
- ✓ Significant barriers for side entrants from maritime: how to lower these barriers?
 - ✓ Shorter programs are possible on the basis of exemptions
 - ✓ Required additional sailing time is disproportionate
 - ✓ Focus: 90-day program including practical portfolio development



Observations of gaps in Directive (EU) 2017/2397

- ✓ Gap too large Boatmen: 9 months and 90 days versus 2 years and 90 days:
 - ✓ Return to 1 year and 90 days for youngsters, this promotes intake and retains candidates
- ✓ Give attention to alternative fuels, but within a generic framework.
 - ✓ Education partners are responsible for specific content on alternative fuels.
- ✓ Include (semi) autonomous sailing in the directive (the market is developing faster, overtaking the directive).



Suggestions for the future of the Directive (EU) 2017/2397

- ✓ Revision necessary based on our observations
- ✓ Working together with all partners is a must, if we don't participate, the market will do it itself.
- ✓ This is already happening in the Netherlands and Belgium with semi-autonomous shipping, knowledge of the Rhine and safety training.

