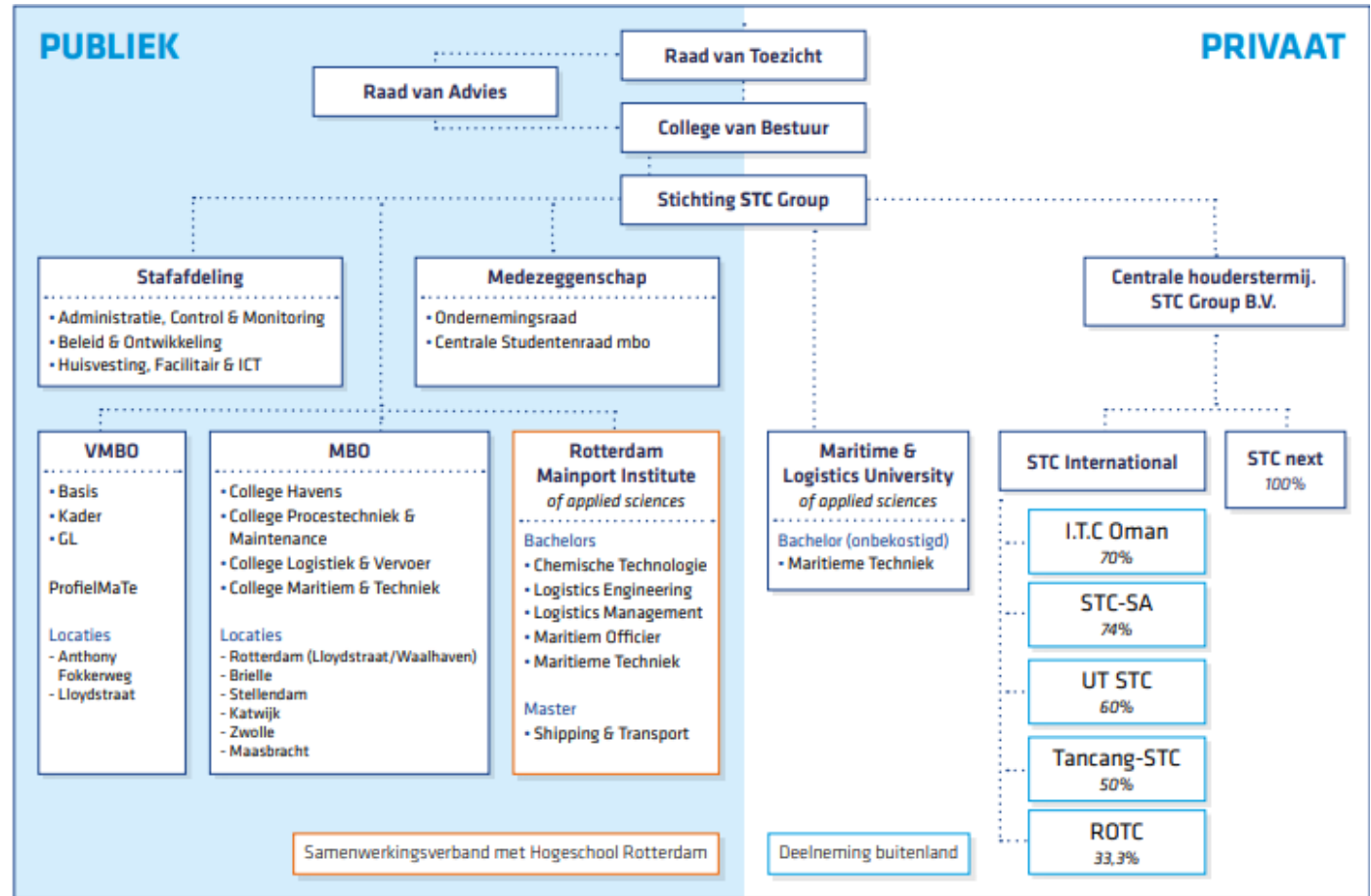




STC



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
- ✓ Trainend and examined more then 100 boatmen (En, Du and NL)
- ✓ Trainend 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

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.

