

# Guide on existing EU funding programmes on apprenticeships and training relevant to the shipping industry



*Responsibility for the information and views set out in this report lies entirely with the author.*

*The information and views set out in this report do not necessarily reflect the views of the Social Partners or the European Commission.*



# Introduction

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This guide is produced as part of the project VP/2015/001/0148 “Implementing Parts of the Work Programme of the Sectoral Social Dialogue for Maritime Transport” (ECSA-ETF).

Education and training are the backbone of the shipping industry, as the industry is dependent on well-trained crew and staff members. The education and training requirements for crew members on board seagoing vessels are laid down at international level in the STCW Convention. These requirements relate to regular education and training programmes, and at the same time to re-training current employees or upgrading their skills. Furthermore, the Convention sets requirements for training on board ships. In addition, ship-owning companies would like to offer non-mandatory STCW training programmes to current seafarers, enabling them to make a career change.

Although education and training are the backbone of the shipping industry, sufficient financial resources are often lacking to establish the education and training needed. At national level, funding schemes might be available which are often only known to the key stakeholders of the shipping industry. Though the European Commission has introduced several funding schemes potentially beneficial to the shipping industry, they are not broadly known within the industry. This guide provides an overview of these schemes and their potential benefits in terms of education, training and apprenticeships. Besides the main overview of funds available, the guide provides guidelines on how to apply for funding from the European Commission, or from the mandated National Agencies.

Several funding instruments exist which, while not directly supporting activities in the area of education, training and apprenticeships, could support such activities as part of an overarching project. This guide starts by providing an overview of funding instruments available for education, training and apprenticeships relevant to the shipping industry. A separate chapter identifies funds where education, training and apprenticeships could be part of a larger project.

Chapter 2 provides an overview to assist guide users in finding funding possibilities according to the type of activity.

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# 1. Research conducted

This guide focuses on the EU funding instruments available in the field of apprenticeships and training relevant to the shipping industry. In general, EU funding available for education, training and apprenticeships are relevant to all EU industries, supporting the Europe 2020 strategy<sup>1</sup> as well as the New Skills Agenda for Europe<sup>2</sup>. Education, Training and Apprenticeships can form an integral part of larger projects focusing e.g. on the implementation of new technologies in the shipping industry, where current and future employees have to be educated and trained to work with them. Including these types of activities would however expand the guide to become an extensive manual on EU funding. Nevertheless, to assist readers, some main funding instruments available to the transport industry have been included, with reference made to the inclusion of education, training and apprenticeship programmes in these activities.

The study started with desk research on the EU funding instruments available. These are listed in Chapter 2. Research findings are shown in Chapters 3, 4, 5, 6 and 7. In addition, meetings were held with representatives from DG Employment, the Unit of Vocational Training, Apprenticeships and Adult Learning, as well as with representatives from DG Mare, dealing with skills for the Blue Economy. The content of the guide has been checked for completeness in relation to the scope of education, training and apprenticeships for the shipping industry. Nevertheless, new funding possibilities may become available in the near future. These will be included in an updated version of the guide.

<sup>1</sup> [http://ec.europa.eu/europe2020/europe-2020-in-a-nutshell/index\\_en.htm](http://ec.europa.eu/europe2020/europe-2020-in-a-nutshell/index_en.htm)  
<sup>2</sup> <http://ec.europa.eu/social/main.jsp?catId=1223>

## 2. EU Funding

The following chapters provide an overview of the principles applying to EU funding in general, EU funding available for apprenticeships and training relevant to the shipping industry, and a general overview of how to apply for it. In addition, a summary is provided of funding schemes not directly supporting the aforementioned activities, but where they could be part of a larger EU-funded initiative.

The European Commission makes direct financial contributions in the form of grants in support of projects or organisations which further the interests of the EU and/or contribute to implementing an EU programme or policy<sup>3</sup>. Interested parties can apply by responding to calls for proposals. The European Commission provides grants for the following areas of society:

- ✓ **Agriculture, fisheries and food;**
- ✓ Business;
- ✓ **Culture, education and youth;**
- ✓ Economy, finance and tax;
- ✓ **Employment and Social Rights;**
- ✓ Energy and Natural Resources;
- ✓ Environment, Consumers and Health;
- ✓ External Relations and Foreign Affairs;
- ✓ Justice, Home Affairs and Citizens' Rights;
- ✓ **Regions and Local Development;**
- ✓ Science and Technology;
- ✓ Transport and Travel;
- ✓ Other [Audio-visual, Communication, Conference Interpreter Training, Media and Statistics].

A number of these areas offer possibilities for education, training and apprenticeships for the **shipping industry**, explained in more detail on the following pages. In addition, some schemes offer possibilities for projects in which education, training and apprenticeships for the shipping industry can be one component. A summary of the funds available for education, training and apprenticeship is shown in Figure 1.

Funding	Education & Training	Apprenticeship	Ship-owners	Unions	Education & Training Institutes	Funding Agency
Erasmus+ KA1	X	X			X	See Annex A
Erasmus+ Strategic Partnership	X	X	X	X	X	See Annex A
Erasmus+ Knowledge Alliance	X	X	X	X	X	EACEA
Erasmus+ Sector Skills Alliance	X	X	X	X	X	EACEA
ESF	X	X	X	X	X	See Chapter 4
Pilot project on long-term mobility for apprentices		X			X	DG EMPL

Figure 1: Funding Instruments currently available for Education, Training and Apprenticeships relevant to the Shipping Industry

<sup>3</sup> [http://ec.europa.eu/contracts\\_grants/grants\\_en.htm](http://ec.europa.eu/contracts_grants/grants_en.htm)



# 3. EU Funding in the area of Culture, Education and Youth



Erasmus+ is the EU's programme for supporting education, training, youth and sport in Europe. Its budget of €14.7 billion will provide opportunities for over 4 million Europeans to study, train, gain experience, and volunteer abroad.

Erasmus+ offers funding possibilities for individuals and organisations at various levels of the educational system [and other categories, like youth and voluntary services]. These possibilities are explained in more detail in this chapter.

## Erasmus+ for individuals

In terms of education, training and apprenticeships for the shipping industry, education and training institutes are the organisations that apply for funding for traineeships for future seafarers or shore-based employees abroad.

The following paragraphs explain the objectives, activities, financing and timing for Erasmus+ for individuals.

## Objectives

At an individual level, the Erasmus+ programme offers opportunities for:

- ✓ **Students/Trainees:** Erasmus+ for individuals supports a traineeship on board a vessel of a ship-owning company in a country different from a student's country of origin. It facilitates traineeships abroad, not necessarily on board, but also e.g. for a shore-based profession. It applies to students enrolled at vocational education and training institutes, as well as seafarers recently graduated;
- ✓ **Staff [teaching/training]:** With Erasmus+, opportunities are available to spend time teaching at an education institution abroad. These opportunities are available to both staff working in the education sector and to seafarers or other employees in the shipping industry invited to share their knowledge and experience. Training periods abroad can consist of job shadowing, observation periods or specific training courses.



## Activities

In general, the following options are applicable to the shipping industry in terms of possibilities to co-finance apprenticeship places abroad:

For the shipping industry, a student from country A should have seagoing experience on board a vessel from country B [with an office in country B]. It is currently not possible to do an apprenticeship on board a vessel from country A.

### Students enrolled in a higher education institute:

Erasmus+ supports traineeships [seagoing experience on board a foreign vessel, a shore-based job] abroad for:

- ✓ students currently enrolled in higher education institutions in Programme countries [see Annex A] at Bachelor and Master level as well as doctoral candidates. These opportunities are also open to recently graduated seafarers;
- ✓ the traineeship abroad can last from a minimum of 2 months to a maximum of 12 months;
- ✓ a student may receive an Erasmus+ grant as a contribution to travel and subsistence costs, and extra funding is available for traineeships. Amounts may vary according to differences in living costs between the home country and the destination country, the number of students applying for a grant, the distance between countries and the availability of other grants;
- ✓ Grant levels and fixed rates for exchanges between Programme and Partner countries are published in the Erasmus+ Programme Guide;
- ✓ The application for the funding is submitted by the educational institute to the respective National Agency.

### Trainees [VET students, apprentices and recent graduates]:

For VET students and recent graduates, the aforementioned conditions apply to this category as well.

- ✓ In general, conditions are comparable for the category of vocational education and training [VET] students, future and recently graduated seafarers;
- ✓ Erasmus+ supports traineeships [seagoing experience abroad] for students currently enrolled in VET. These opportunities are also open to company-based apprentices and to recent graduates;
- ✓ A future seafarer will be hosted either on board a vessel, in an office or in another VET institution with periods of work-based learning as part of the studies;
- ✓ Traineeships may last between 2 weeks and 12 months;
- ✓ EU grants are designed to cover costs for travel and subsistence during the time abroad;
- ✓ Future seafarers may be eligible to receive funding to learn the local working language;
- ✓ Applications must be made by organisations who in turn select candidates for traineeships abroad;
- ✓ Applications are submitted to the National Agencies of Erasmus+.

## Financing and timing

As stated above, Erasmus+ offers support for travelling and subsistence costs to future/recently graduated seafarers/shore-based employees. Funding is applied for by the sending organisation [the education and training institute]. The traineeship abroad for students enrolled in a higher education institute can last from a **minimum of 2 months to a maximum of 12 months**. The traineeship abroad for VET students, apprenticeships and recent graduates can last from a minimum of 2 weeks to a maximum of **12 months**. The amount of funding depends on a number of criteria and a maximum per host country is defined in the programme guide.

## Additional Information

The National Agencies in the Programme Countries are the primary point of contact for information and guidance. Their addresses are available at: [https://ec.europa.eu/programmes/erasmus-plus/contact\\_en#tab-1-0](https://ec.europa.eu/programmes/erasmus-plus/contact_en#tab-1-0)

## Application guidelines

- The application is made by the educational institute where the student is registered;
- The application needs to include the details of the ship-owning company and the offer it makes for the traineeship period abroad;
- Almost all educational institutes – especially those with an Erasmus+ charter – have experience with applying for a Key Action 11 measure in the Erasmus+ programme. Those with an Erasmus+ charter benefit from a simplified application procedure;
- The National Agencies offer practical support for applying for funding: information sessions are held at regional or national level throughout the year.
- [https://ec.europa.eu/programmes/erasmus-plus/contact\\_en#tab-1-0](https://ec.europa.eu/programmes/erasmus-plus/contact_en#tab-1-0)



## Erasmus+ for organisations

- All shipping industry stakeholders are able to make use of these possibilities:
- For KA1, only when an educational institute applies for funding;
- For KA2, [EU] Social Partners are eligible to apply;
- For KA3, [EU] Social Partners are eligible to apply.
- Please note, that the criteria are laid down in the applicable call for proposals

Shipping industry stakeholders wanting to participate in Erasmus+ may engage in a number of development and networking activities, including

- ✓ strategic improvement of the professional skills of current seafarers or shore-based employees;
- ✓ organisational capacity-building, and
- ✓ creating transnational cooperative partnerships with organisations from other countries with a view to producing innovative outputs or exchanging best practices<sup>4</sup>.

Development of teaching material and train-the-trainer material is an example of an action type supported by Key Action 2.

In addition, this programme can facilitate the learning mobility opportunities for [future] seafarers and shore-based employees. Erasmus+ supports three key actions on organisational level [see following pages].

### Objectives

#### Key Action 1: Learning mobility of individuals –

Aims to encourage the mobility of [future] seafarers and shore-based employees. Ship-owning companies can arrange to send or receive [future] seafarers or shore-based employees to or from participating countries, as well as organise teaching, training, learning and volunteering activities. Unions could also partner such activities.

**The activities have been described earlier in this chapter;**

#### Key Action 2: Innovation and Good Practices –

Designed to develop education, training and youth sectors through six main activities:

1. **Strategic partnerships** to support innovation in the sector as well as joint initiatives to promote cooperation, peer-learning, and the sharing of experience [e.g. the development of courses related to new technological developments];
2. **Knowledge Alliances** to foster innovation in and through higher education together with businesses, and beyond, contributing to new approaches to teaching and learning, entrepreneurship in education and the modernisation of higher education systems in Europe;
3. **Sector Skills Alliances** to tackle skills gap and ensure a better alignment of vocational education and training with labour market needs. There are opportunities to modernise VET, exchange knowledge and best practices, encourage working abroad and increase the recognition of qualifications;
4. **Blueprint for Sectoral Cooperation on Skills** will design sector-specific skills solutions based on an industry-led approach;
5. Capacity-building projects in the field of higher education to support the modernisation, accessibility and internationalisation of higher education in Partner Countries;
6. Capacity-building projects in the field of youth to support the development of youth work, non-formal learning and volunteer work, as well as promote non-formal learning opportunities with Partner Countries.

#### Key Action 3: Support for Policy Reform –

Its aim is to increase the participation of young people in democratic life, especially in discussions with policymakers, as well as developing knowledge in the fields of education, training, and youth.

Two additional actions exist in the areas of Jean Monnet [EU and its policies] and Sports. However, they do not facilitate the activities covered by the scope of this report.



The activities in the context of Key Action 2 applicable to the shipping industry are explained in more detail on the following pages.

<sup>4</sup> [http://ec.europa.eu/programmes/erasmus-plus/organisations\\_en](http://ec.europa.eu/programmes/erasmus-plus/organisations_en)

## Activities

### Erasmus+ Key Action 2 – Strategic Partnerships

Strategic Partnerships are transnational projects designed to develop and share innovative practices and promote cooperation, peer learning and exchanges of experiences in the fields of education, training, and youth<sup>5</sup>. There are two kinds of Strategic Partnership: those supporting innovation and those supporting the exchange of good practices.

Strategic Partnerships provide opportunities for a wide variety of public, private and non-governmental organisations to implement a broad range of activities including, for example:

- ✓ **Strengthening cooperation and networking between organisations** (e.g. setting up networks to work on a solution to a joint problem);
- ✓ **Promoting the development, testing and implementation of innovative practices;**
- ✓ **Promoting the recognition and validation of knowledge, skills and competences;**
- ✓ Promoting cooperation between regional authorities to develop new systems for education, training and youth;
- ✓ Supporting learners with disabilities and special needs to ease their entry to the labour market;
- ✓ Supporting education and training professionals to promote equality, diversity and inclusion in learning;
- ✓ Promoting integration of newly-arrived migrants and raising awareness for the refugee crisis in Europe;
- ✓ Promoting entrepreneurship and active citizenship among young people.

Strategic Partnerships can be of different sizes and perform different activities depending on the objective of the project in question, the organisations involved, the expected impact and other elements.

Within the scope of the project's objectives, there are also opportunities for pupils, students, trainees and staff to learn, be trained, or to teach abroad, insofar as these transnational activities contribute to achieving the project's objectives.

Possible example of a Strategic Partnership activity for the shipping industry: development of course material on the implementation of new technologies or alternative fuels at a transnational level. A limited number of persons can be trained directly with a view to piloting the material developed within the framework of the project.

### Erasmus+ Key Action 2 – Knowledge Alliances

Knowledge Alliances are transnational projects which bring higher education institutions, ship-owning companies and/or unions together to work on common issues.

The overall aim is to help strengthen Europe's capacity to innovate and to support the modernisation of Europe's higher education systems.

Knowledge Alliances focus on one or more of the following:

- ✓ **developing new, innovative and multidisciplinary approaches to teaching and learning;**
- ✓ **stimulating entrepreneurship and the entrepreneurial skills of [future] seafarers and shore-based employees in higher education,**
- ✓ **exchanging knowledge and working together on new solutions.**

Knowledge Alliances offer the opportunity for organisations to develop a project that contributes to one of the focus areas above. They are open to any discipline and sector, as well as cross-sectoral cooperation.

Examples of areas that can be supported include:

- ✓ Boosting innovation in higher education and business;
- ✓ Developing entrepreneurship and entrepreneurial skills;
- ✓ Stimulating the flow and exchange of knowledge between higher education and business;

Organisations interested in participating must do so as part of a consortium, including:

- ✓ a minimum of six independent organisations from at least three Programme Countries;
- ✓ of which least two must be higher education institutions (HEIs), and
- ✓ of which at least two must be enterprises/businesses (consultancies and intermediaries are eligible on the understanding that they demonstrate pertinent experience and commitment in the relevant field).

<sup>5</sup> [http://ec.europa.eu/programmes/erasmus-plus/opportunities-for-organisations/innovation-good-practices/strategic-partnerships\\_en](http://ec.europa.eu/programmes/erasmus-plus/opportunities-for-organisations/innovation-good-practices/strategic-partnerships_en)



## Erasmus+ Key Action 2 – Sector Skills Alliances

At the time of writing, the most recent call for proposals was published on the 27th of January 2017<sup>6</sup>.

Sector Skills Alliances (SSAs) are designed to tackle skills, aligning vocational education and training (VET) systems with labour market needs. This is done by:

- ✓ modernising VET by adapting to skills needs and integrating work-based learning;
- ✓ strengthening the exchange of knowledge and best practices;
- ✓ improving labour market mobility;
- ✓ increasing the recognition of qualifications.

Priority is given to projects which address one of the specific objectives, which include:

- ✓ improving skills and competence levels;
- ✓ fostering quality, innovation, and internationalisation;
- ✓ promoting the development and modernisation of education;
- ✓ enhancing the international dimension of education and training;
- ✓ improving language learning and teaching.

The call is divided in three separate lots, of which the first two are relevant to the shipping industry:

- ✓ Lot 1 - Sector Skills Alliances for skills needs identification will work to identify and provide detailed evidence on skills needs, and gaps in a given specific economic sector. This would make it possible to address such gaps through training provision, whether it be VET-based or any other education and training sector.
- ✓ Lot 2 - Sector Skills Alliances for design and delivery of VET will work to respond to identified skills gaps and needs in a specific economic sector, by developing innovative curricula, as well as teaching and training delivery methodologies. The curricula and training methodologies should include a strong work-based learning component, and support trans-national learner mobility.

- ✓ Lot 3 - Sector Skills Alliances for implementing a new strategic approach ["Blueprint"] to sectoral cooperation on skills will work to improve skills intelligence and to provide a clear strategy and instruments to address skills shortages in specific economic sectors. It will be piloted in six sectors: automotive, defence, maritime technology, space geo information, textile-clothing-leather-footwear and tourism [Lot 3 is explained in more detail in a separate chapter].

Any participating organization established in a Programme country can be the applicant. This organisation applies on behalf of all participating organisations involved in the project.

The requirements for the composition of the Sector Skills Alliance are different per Lot:

### **Lot 1:**

The Sector Skills Alliance must cover at least 12 Programme Countries and include at least 2 full partners, out of which at least 1 represents the industry and at least 1 represents education and training providers.

### **Lot 2:**

The Sector Skills Alliance must cover at least 4 Programme Countries and include at least 8 full partners, out of which at least 3 are companies, industry or sector representatives [e.g. chambers or trade associations], and at least 3 are education and training providers.

## Erasmus+ Key Action 2 – A Blueprint for Sectoral Cooperation on Skills

In order to deliver sector-specific skills solutions, the New Skills Agenda for Europe has launched the Blueprint for Sectoral Cooperation on Skills.

The Blueprint is a new framework for strategic cooperation between key stakeholders, such as

- ✓ business;
- ✓ trade unions;
- ✓ research;
- ✓ education and training institutions;
- ✓ public authorities.

in a given economic sector.

It will stimulate investment and encourage a more strategic use of EU and national funding opportunities. The aim is to develop concrete actions to satisfy short and medium term skills needs to support the overall sectoral strategy.

The Blueprint builds on previous work by the European Commission and sectoral partners to fight sector skills mismatches, in particular the Sector Skills Councils and the European Sector Skills Alliances. Going forward, it could also support smart specialisation strategies which help regions focus on sectors where they have greatest potential for competitive advantage.

<sup>6</sup> [https://ec.europa.eu/programmes/erasmus-plus/opportunities-for-organisations/innovation-good-practices/sector-skills-alliances\\_en](https://ec.europa.eu/programmes/erasmus-plus/opportunities-for-organisations/innovation-good-practices/sector-skills-alliances_en)

All relevant EU and national qualitative evidence and quantitative data produced under the Blueprint will contribute to the Skills Panorama and the new Europass Framework.

The projects are executed in three different steps:

- ✓ The first step involves assessing skills gaps in the sector and their potential impact on growth, innovation and competitiveness. The presence and maturity of the overall growth strategy for the sector is verified, as well as the link to EU policy priorities.
- ✓ On this basis, the decision is taken on whether to move to the next phases or not. This groundwork is carried out by the Commission in cooperation with social partners and stakeholders. It can take place in more or less structured ways, depending on the way the sector is organised;
- ✓ Once the sectors have been chosen, the Commission supports the set-up and the work of sectoral partnerships at EU-level. Each partnership will develop a sectoral skills strategy to support the objectives of the overall growth strategy for the sector and match the demand and supply of skills.
- ✓ Partners will look into how major trends, such as global, societal, and technological developments, are likely to affect jobs and skills needs, as well as their potential impact on growth, competitiveness and employment in the sector (e.g. restructuring, hard-to-fill vacancies). It will then identify priorities and milestones for action and develop concrete solutions, such as creating and updating curricula and qualifications;
- ✓ Building on the results achieved at EU level, the Blueprint will be progressively rolled out at national and regional level, in cooperation with national and regional authorities, and key stakeholders.

The pilot sectors are:

- ✓ Automotive
- ✓ Defence
- ✓ Maritime technology
- ✓ Space - geo information
- ✓ Textile, Clothing, Leather and Footwear
- ✓ Tourism

The Blueprint will be extended to additional sectors in the future. In 2017, the Blueprint does not cover the shipping industry.

## Financing and Timing

### Erasmus+ Key Action 2 – Strategic Partnerships

There are several conditions to be met to be eligible to apply for funding:

- ✓ Applications must be led by an organisation established in a Programme Country and must generally involve at least three organisations from different Programme Countries;
- ✓ Project duration is between 24 and 36 months;
- ✓ Project grants are capped at €150,000 per year per project;
- ✓ Applications should be submitted to the National Agency in the Programme Country where the applicant organisation is established.

## Application guidelines

- The application is made by a consortium of which a key stakeholder should be the coordinating organisation;
- The application should be submitted to the National Agency in the Programme Country where the coordinator is based;
- The application process takes several months, including searching the partners;
- The National Agencies offer practical support for applying for funding: information sessions and individual guidance are available at regional or national level throughout the year;
- The first draft of the business case should be compared with the horizontal and field-specific priorities mentioned in the programme guide;
- The assessment criteria are listed in the programme guide. They should be checked frequently before submitting a project proposal. The following criteria apply:
  1. Relevance of the project;
  2. Quality of the project design and implementation;
  3. Quality of the project team and the cooperation agreements;
  4. Impact and dissemination;
- Throughout the existence of the Erasmus+ programme, impact is the most important criterion. When drafting the proposal, impact should always be the ultimate target.



## Erasmus+ Key Action 2 – Knowledge Alliances

A consortium must be led by the applicant organisation, i.e. the organisation submitting the proposal on behalf of the partners and is for overall project implementation. Project partners may be either:

- ✓ Full Partners who participate actively in the project under the authority of the applicant; or
- ✓ Associated Partners who contribute to specific tasks or activities.

The role of Associated Partners must be clearly defined at the application stage. They cannot receive funds. Both kinds of partner can come from either a Programme or Partner Country. Organisations from Partner Countries are welcome, but their added value in the consortium must be demonstrated. Projects are two to three years in length although, in exceptional cases, the duration can be extended by up to six months upon request.

## Application guidelines

- The application is made by a consortium of which a key shipping industry stakeholder should be the coordinating organisation;
- The application should be submitted to the annual call for proposals published by the Education, Audiovisual and Culture Executive Agency<sup>2</sup>;
- The application process takes several months, including searching the partners;
- The National Agencies offer practical support for applying for funding: information sessions and individual guidance are available at regional or national level throughout the year;
- The first draft of the business case should be compared with the horizontal and field-specific priorities mentioned in the programme guide;
- The assessment criteria are listed in the programme guide. They should be checked frequently before submitting a project proposal. The following criteria apply:
  - Relevance of the project;
  - Quality of the project design and implementation;
  - Quality of the project team and the cooperation agreements;
  - Impact and dissemination;
- Throughout the existence of the Erasmus+ programme, impact is the most important criterion. When drafting the proposal, impact should always be the ultimate target..
- Please note that the success rate of applications is very low and that a strategic partnership might be the best option.

The maximum funding for a two-year project is €700,000, while that for a three-year project is €1,000,000.

## Erasmus+ Key Action 2 – Sector Skills Alliances

**Lot 1 – Sector Skills Alliances for skills needs identification** The Sector Skills Alliance must cover at least 12 Programme Countries and include at least 2 full partners, out of which at least 1 represents the industry and at least 1 represents education and training providers. For Lot 1 [2 or 3 years] each grant will amount to between 330.000 euros and 500.000 euros.

**Lot 2 – Sector Skills Alliances for design and delivery of VET** must cover at least 4 Programme Countries and include at least 8 full partners, out of which at least 3 are companies, industry or sector representatives, and at least 3 are education and training providers. For Lot 2 [2 or 3 years] each grant will amount to between 700.000 euros and 1.000.000 euros.

Financial contributions from the EU are calculated using fixed scale of unit costs. These unit costs have been calculated in a way that the co-funding is inherent to them, i.e already incorporated.

## Application guidelines

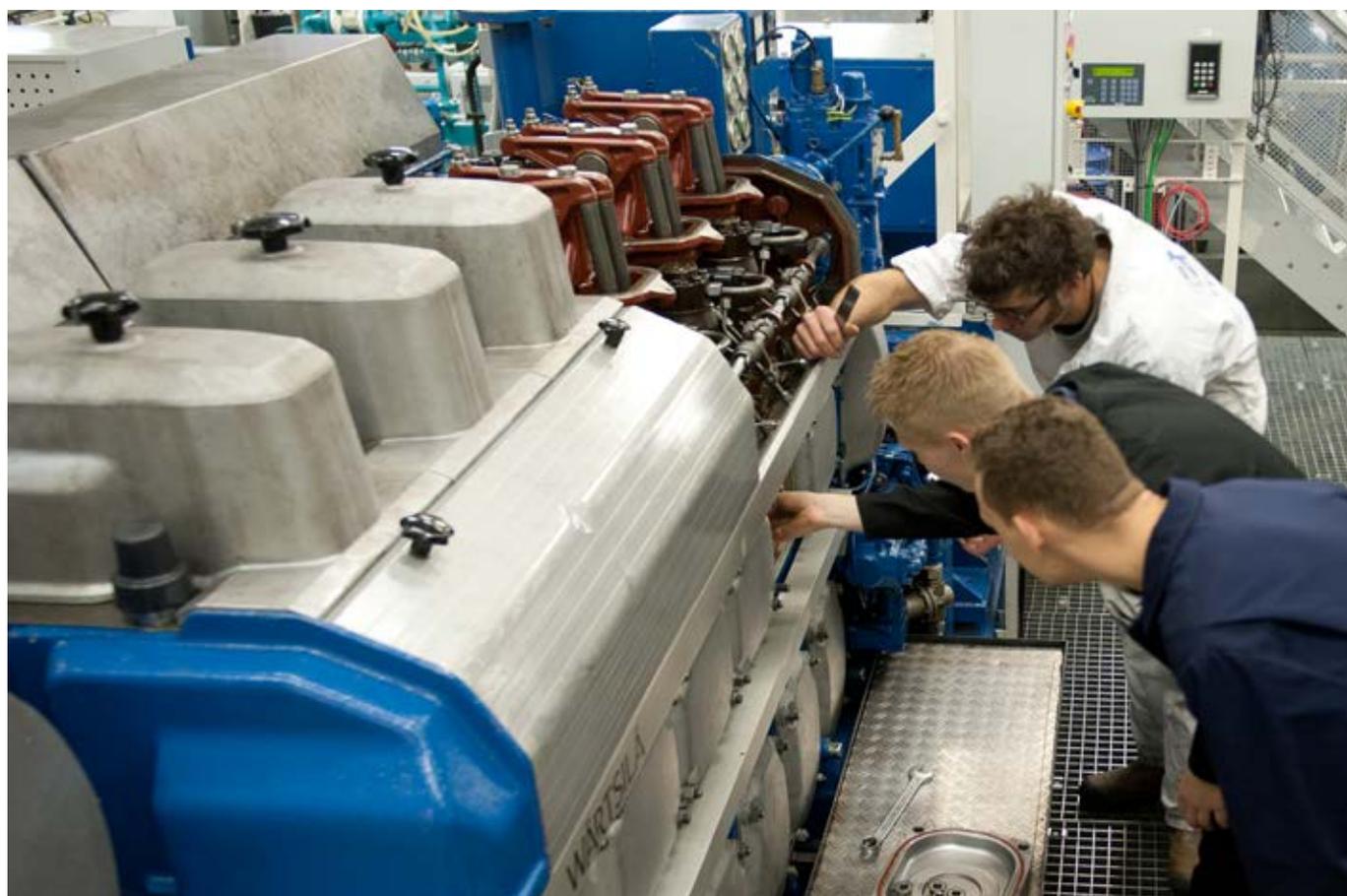
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- The application process takes several months, including searching the partners;
- The National Agencies offer practical support for applying for funding: information sessions and individual guidance are available at regional or national level throughout the year;
- The first draft of the business case should be compared with the priorities mentioned in the programme guide;
- The assessment criteria are listed in the programme guide. They should be checked frequently before submitting a project proposal. The following criteria apply:
  - Relevance of the project;
  - Quality of the project design and implementation;
  - Quality of the project team and the cooperation agreements;
  - Impact and dissemination;
- Please note that the success rate of applications is very low and that a strategic partnership might be the best option.

## Additional Information

The National Agencies in the Programme Countries are the primary point of contact for information and guidance concerning Erasmus+ Key Action 2. Their addresses are available at: [https://ec.europa.eu/programmes/erasmus-plus/contact\\_en#tab-1-0](https://ec.europa.eu/programmes/erasmus-plus/contact_en#tab-1-0)

In addition, for Knowledge Alliances and Sector Skills Alliances the Education, Audiovisual and Culture Executive Agency [EACEA] is the contact point: <http://eacea.ec.europa.eu/erasmus-plus/actions>

For the Blueprint for Sectoral Cooperation on Skills, various DGs may be the main contact point [information to be available at the launch of the call for proposals].



# 4. EU Funding in the field of Regions and Local Development

Regional policy is the EU's main investment policy. Regional Policy targets all regions and cities in the European Union in order to support job creation, business competitiveness, economic growth, sustainable development, and improve citizens' quality of life<sup>7</sup>.

In order to reach these goals and address the diverse development needs in all EU regions, € 351.8 billion – almost a third of the total EU budget – has been set aside for Cohesion Policy for 2014-2020. Regional Policy is delivered through three main funds: the European Regional Development Fund (ERDF) and the Cohesion Fund (CF) and the European Social Fund (ESF). Together with the European Agricultural Fund for Rural Development (EAFRD) and the European Maritime and Fisheries Fund (EMFF), they make up the European Structural and Investment (ESI) Funds.

The European Fund for Regional Development offers only **minor possibilities to support education and training activities**. These must be part of an overall package to fight social problems in urban areas. The Cohesion Fund is a financial instrument for the Cohesion Countries, to offer more financial support for the same type of actions as non-cohesion countries. **Unfortunately, the shared management part of the European Maritime and Fisheries Fund does not support the type of activities covered by the scope of the report**, and the European Social Fund is thus the main funding instrument supporting such.



## European Social Fund (ESF)

### Objectives

All shipping industry stakeholders can apply for this funding programme in cooperation with other relevant stakeholders defined at national level.

The ESF invests in people, with a focus on improving employment and education opportunities across the European Union. It also aims to improve the situation of the most vulnerable people at risk of poverty.

The ESF investments cover all EU regions. More than € 80 billion is earmarked for human capital investment in Member States between 2014 and 2020, with an extra of at least € 3.2 billion allocated to the Youth Employment Initiative.

For the 2014-2020 period, the ESF will focus on four of the cohesion policy's thematic objectives:

- ✓ promoting employment and supporting labour mobility;
- ✓ promoting social inclusion and combating poverty;
- ✓ investing in education, skills and lifelong learning;
- ✓ enhancing institutional capacity and an efficient public administration.

In addition, 20 % of ESF investments will be committed to activities improving social inclusion and combating poverty. This is known as thematic concentration.

### Activities

The actions as defined in the EU regulation can be selected by Member States based on the national situation. The following investment priorities relate to the scope of this report:

- ✓ investing in education, training and vocational training for skills and life-long learning:
  1. Action 1 - Enhancing equal access to lifelong learning for all age groups in formal, non-formal and informal settings, upgrading the knowledge, skills and competences of the workforce, and promoting flexible learning pathways including through career guidance and validation of acquired competences;
  2. Action 2 - Improving the labour market relevance of education and training systems, facilitating the transition from education to work, and strengthening vocational education and training systems and their quality, including through mechanisms for skills anticipation, adaptation of curricula and the establishment and development of work-based learning systems, including dual learning systems and apprenticeship schemes.

<sup>7</sup> [http://ec.europa.eu/regional\\_policy/en/policy/what/investment-policy/](http://ec.europa.eu/regional_policy/en/policy/what/investment-policy/)

## Financing and Timing

The EU Member States have earmarked €27 billion for this investment priority.

The following EU Member States [26 of the 28 EU Member States] have funding available for Actions referred to under Action 1:

10III	
AT	68,654,471
BE	238,641,321
BG	99,045,638
CY	8,619,000
DE	558,055,199
DK	38,885,333
EE	92,595,748
ES	182,310,936
FI	164,713,957
FR	1,374,082,585
GR	55,040,440
HR	160,000,000
HU	485,431,211
IE	96,498,574
IT	268,956,156
LT	134,640,611
LU	4,011,245
LV	22,979,380
MT	12,000,000
PL	440,704,268
PT	564,123,408
RO	239,807,182
SE	186,147,859
SI	178,632,859
SK	55,070,696
UK	1,487,488,189
7,217,136,266	

Figure 2: Budget for Action 1 EU Member States

The following EU Member States [22 of the 28 EU Member States] have funding available for Activities referred to under Action 2:

MS	ESF allocation to 10v
BE	28,273,570
BG	13,037,943
CY	17,381,000
DE	1,080,276,284
DK	38,885,333
ES	664,303,264
FI	432,780
FR	42,432,314
GR	381,499,735
HR	85,000,000
HU	56,618,255
IT	720,811,053
LT	56,689,242
LV	35,159,193
MT	6,400,000
PL	1,377,168,361
PT	1,376,906,841
RO	198,228,726
SE	20,683,095
SI	30,363,900
SK	97,670,000
UK	438,849,690
6,767,070,578	

Figure 3: Budget for Action 2 EU Member States

ESF funding is always accompanied by public or private financing. Co-financing rates vary between 50% and 85% [95% in exceptional cases] of the total project costs depending on the relative wealth of the region<sup>8</sup>.

ESF funding is available through the Member States and regions. The ESF does not fund projects directly from Brussels:

- ✓ Organisations interested in ESF funding for a project should contact the ESF Managing Authority in their country or region. To find the relevant ESF contact address, the following website should be consulted: <http://ec.europa.eu/esf/main.jsp?catId=45&langId=en>.
- ✓ Individuals interested in participating in ESF projects can find the relevant ESF contact address in their country at <http://ec.europa.eu/esf/main.jsp?catId=45&langId=en>. National and regional ESF websites, as well as local employment services, are also a good source of information on opportunities proposed by the ESF.

## Application guidelines

- The application process and the possibilities offered vary from Member State to Member State;
- The application should be submitted to the Managing Authority. It is recommended to consult the Managing Authority beforehand on the applicability of the action foreseen;
- Traineeship periods are not a key action foreseen in this funding programme. However, they could be an essential element of the action foreseen;
- Close cooperation with education and training institutes, especially in countries with a high rate of youth unemployment, is important.

## Additional Information

- ✓ Organisations interested in ESF funding for a project should contact the ESF Managing Authority in their country or region. To find the relevant ESF contact address, the following website should be consulted: <http://ec.europa.eu/esf/main.jsp?catId=45&langId=en>.
- ✓ Individuals interested in participating in ESF projects can find the relevant ESF contact address in their country at <http://ec.europa.eu/esf/main.jsp?catId=45&langId=en>. National and regional ESF websites, as well as local employment services, are also a good source of information on opportunities proposed by the ESF.

<sup>8</sup> <http://ec.europa.eu/esf/main.jsp?catId=525&langId=en>



# 5. EU Funding in the field of Agriculture, Fisheries and Food

## European Maritime and Fisheries Fund (EMFF)



The EMFF<sup>9</sup> is the EU's fund for the maritime and fisheries policies for 2014 – 2020. It is one of the five European Structural and Investment (ESI) Funds which complement each other and seek to promote a growth and job based recovery in Europe. It has an overall budget of 6400 Million Euro for the period 2014 – 2020. 11% of the budget is managed directly by the European Commission and the rest by Member States.

### Objectives

The objectives of the EMFF managed by the Member States are the following:

- ✓ Reducing the impact of fishing on the marine environment;
- ✓ More market tools for professionals and customers;
- ✓ Joint stewardship of protected areas and Natura 2000 sites;
- ✓ Special support to small-scale fishermen

Although the EMFF managed by the Member States does not specifically relate to the scope of this report, it could be beneficial to contact the Managing Authority in the Member State<sup>10</sup>

The objectives of the EMFF:

- ✓ **Integrated governance** of maritime and coastal affairs;
- ✓ **Cross-sectoral initiatives**, such as integrated maritime surveillance, maritime spatial planning, marine data and knowledge;
- ✓ **Sustainable economic growth, employment, innovation and new technologies**, within emerging and prospective maritime sectors;
- ✓ **Scientific advice and knowledge of fisheries** within and beyond EU waters, covering environmental, economic or social aspects;
- ✓ **Fisheries control and enforcement** within a regional perspective to foster co-operation between Member States.

Under direct management, work programmes are established per year, and education, training and apprenticeships could be a part thereof (as in the 2016 call for proposals for Blue Careers). In all probability, the 2018 work programme will include actions in this direction.



<sup>9</sup> [https://ec.europa.eu/fisheries/cfp/emff\\_en](https://ec.europa.eu/fisheries/cfp/emff_en)

<sup>10</sup> [https://ec.europa.eu/fisheries/sites/fisheries/files/docs/body/national\\_authorities.pdf](https://ec.europa.eu/fisheries/sites/fisheries/files/docs/body/national_authorities.pdf)

# 6. EU Funding in the field of Employment and Social Rights

## Pilot Project on Long-term Mobility for Apprentices

In terms of education, training and apprenticeships for the shipping industry, education and training institutes are the organisations that apply for funding for traineeships for future seafarers or shore-based employees abroad.

On 25 January 2017, DG Employment published a call for proposals a “Pilot Project on Long-Term Mobility for Apprentices” (VP/2017/007). This action sets out to test the viability of setting up A European framework for mobility of apprentices: developing European citizenship and skills through youth integration in the labour market’ . and builds upon a first Pilot Project of a similar nature launched in 2016 (VP/2016/010).

### Objectives

The ultimate goal of this call for proposals is to **enable young apprentices to develop their skills and enhance employability prospects**, whilst also strengthening their sense of European citizenship. This will be done by testing different approaches for putting in place the necessary support infrastructure as well as the relevant institutional and contractual frameworks (e.g. developing the service structures for the organisation of travel & accommodation, language courses, learning agreements, practical welcome information packs, coaching methods, insurance arrangements) to assist with the placement of apprentices from the moment of departure abroad through to the return date.

Three main objectives guide the actions to be developed through the projects financed.

Firstly, these will set out to assess to what extent demand exists among relevant stakeholders for developing long-term (minimum 6 months to maximum 12 months) transnational apprentice mobility schemes, and uptake of such schemes.

Secondly, projects will seek to **identify obstacles** (legal, practical, institutional, academic etc) that prevent apprentices **from carrying out longer-term** stays abroad.

Finally, lessons will be drawn to **disseminate good practices** and success factors for long-term work placements for apprentices.

### Activities

Projects should implement at least the following activities:

- ✓ Prepare and organise **apprenticeship trainings** for VET learners of a minimum duration of 6 consecutive months and a maximum of 12 which will take place abroad in a Member State of the European Union;
- ✓ Identify the candidates for the placement in accordance with the needs of the hosting enterprises and the skills possessed by the apprentices;
- ✓ Organise **induction/welcome sessions, pre-mobility training and (as necessary) language courses**;
- ✓ Design and develop **detailed learning agreements** for the work placements of the apprentices including relevant curricular content with clear learning outcomes, specifying the formal recognition provisions and listing clearly the rights and obligations of each party;
- ✓ Organise the **travel and accommodation** of selected apprentices, and bear the associated costs, i.e. outward and return travel from/to their place of origin, suitable accommodation and living costs during the mobility experience;
- ✓ Put in place specific activities to **facilitate youth integration** in the host location thus fostering a sense of European citizenship among the apprentices;
- ✓ Ensure that **enterprises** are ready to **host and train the apprentices** for the entire duration of their stay, ideally appointing a mentor for each apprentice;
- ✓ The project should carry out a thorough **assessment and evaluation** at different stages the placement experience, allowing for the identification of success and enabling factors;
- ✓ Develop and test models for **long-term exchanges** of apprentices in enterprises;
- ✓ Carry out a **regular evaluation** of all aspects of the apprentices’ stay abroad and foresee feedback mechanisms to the Commission;
- ✓ Identify the various types of **public support** for apprentice mobility in Europe and suggest possible avenues for optimising support;
- ✓ Develop and implement a **communication and awareness raising plan** focusing on the benefits of long-term apprentice mobility. The plan should be tailored to the interests and needs of the relevant labour market and VET stakeholders



## Financing and Timing

To be eligible, the lead applicant, co-applicant(s) and affiliated entities must be public or private organisations active in the field of VET.

Grants awarded under this call for proposals will serve to finance activities designed to meet the objectives and the specific activities set out in the call. This **shall include the infrastructure and network development costs incurred by project beneficiaries**, as well as the actual costs associated with the mobility experience of the apprentices (i.e. travel, accommodation, local transport and subsistence of the students abroad) are covered by the grants awarded.

The total budget earmarked for the EU co-financing of actions under this call is estimated at € 2.841.856. As an indication, the requested EU grants are expected to be between EUR 300.000 and EUR 500.000. Under this call for proposals, the EU grant may not exceed 85% of the total eligible costs of the action.

The deadline for submitting applications is 29 March 2017 and actions are foreseen to start in July 2017.

## Investing in Europe's Youth (future initiatives)

On 7 December 2016, The European Commission launched its initiative "Investing in Europe's Youth", outlining measures to boost youth employment, improve and modernise education, increase investment in skills of young people and to enhance opportunities to learn and study abroad.

The initiatives belonging to "Investing in Europe's Youth" provide the European Commission's perspective beyond 2017.

## Initiatives Launching ErasmusPro

The Commission is planning to launch a new activity, "ErasmusPro" with the aim of increasing the impact and quality of the mobility experience through new, dedicated work placements abroad. Under this initiative another 50,000 mobile apprenticeship placements of long duration (6 – 12 months) will become available.



# 7. Other EU funding instruments

As announced in the introduction, the EU is offering numerous funding possibilities to stimulate certain activities which will lead to the achievement of specific goals. These funding instruments do not specifically focus on the key activities education, training and apprenticeship, however they could be integral part of the project. Introduction of new technologies, alternative energy concepts and technologies require a different set of competencies of crew and staff members working in the shipping industry. Development of training programmes and the execution of pilot trainings to validate the training programmes developed and to support the first introduction of these new technologies, could be an integral part of research and deployment activities regarding new technologies. Although the list mentioned below is not exhaustive, the following main EU funding programmes support the combination of research, education and training [and pilot deployment activities] for the shipping industry:

- ✓ Horizon 2020: <https://ec.europa.eu/programmes/horizon2020/>
- ✓ Connecting Europe Facility: <https://ec.europa.eu/inea/en/connecting-europe-facility>

In general, every research project focussing on the development and deployment of new technologies, should try to include the human factor, in order to re-train or upskill the [current] workforce. On the following pages, additional information concerning Horizon 2020 and the Connecting Europe Facility are provided.

## Horizon 2020



In the words of the EU, Horizon 2020 is “the biggest EU Research and Innovation programme ever with nearly €80 billion of funding available over 7 years [2014 to 2020] – in addition to the private investment that this money will attract”. The programme is built across different “societal challenges” which reflect the Europe 2020 goals, amongst which is that of “smart, green and integrated transport”. The work programmes related to this area include a range of activities aimed at resource-efficient and environmentally-friendly transport by making aircraft, vehicles and vessels cleaner and quieter. Their impact on the climate and environment will be minimised by developing smart equipment, infrastructures and services and by improving transport and mobility in urban areas.

The Horizon 2020 programme consists of the following parts:

- ✓ “Excellent science”
- ✓ “Industrial leadership”
- ✓ “Societal challenges”

These three parts will be implemented by the Commission through annual work programmes that contain descriptions of the actions to be financed. The programmes will also include an indication of the amount allocated to each action, indicative implementation timetables, as well as a multi-annual approach and strategic orientations for the essential assessment criteria and the maximum rate of co-financing.

The Commission publishes all Horizon 2020 calls on the Participant Portal<sup>11</sup> [only available in English]. In the case of a first-time application, it is a good idea to read the Horizon2020 Online Manual. This will help in choosing the most suitable programme for your area and profile. Besides, a search can be made by research topic, with key words and set filters in the calls list.

It should be highlighted that a specific network of National Contact Points<sup>12</sup> has been created as the main structure to provide guidance, practical information and assistance on all aspects of Horizon 2020 participation.

<sup>11</sup> <http://ec.europa.eu/research/participants/portal/desktop/en/home.html>

<sup>12</sup> [http://ec.europa.eu/research/participants/portal/desktop/en/support/national\\_contact\\_points.html](http://ec.europa.eu/research/participants/portal/desktop/en/support/national_contact_points.html)



## Connecting Europe Facility (CEF)



The Connecting Europe Facility (CEF) is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level<sup>13</sup>. It supports the development of high-performing, sustainable and efficiently interconnected trans-European networks in the fields of transport, energy and digital services. CEF investments fill the missing links in Europe's energy, transport and digital backbone.

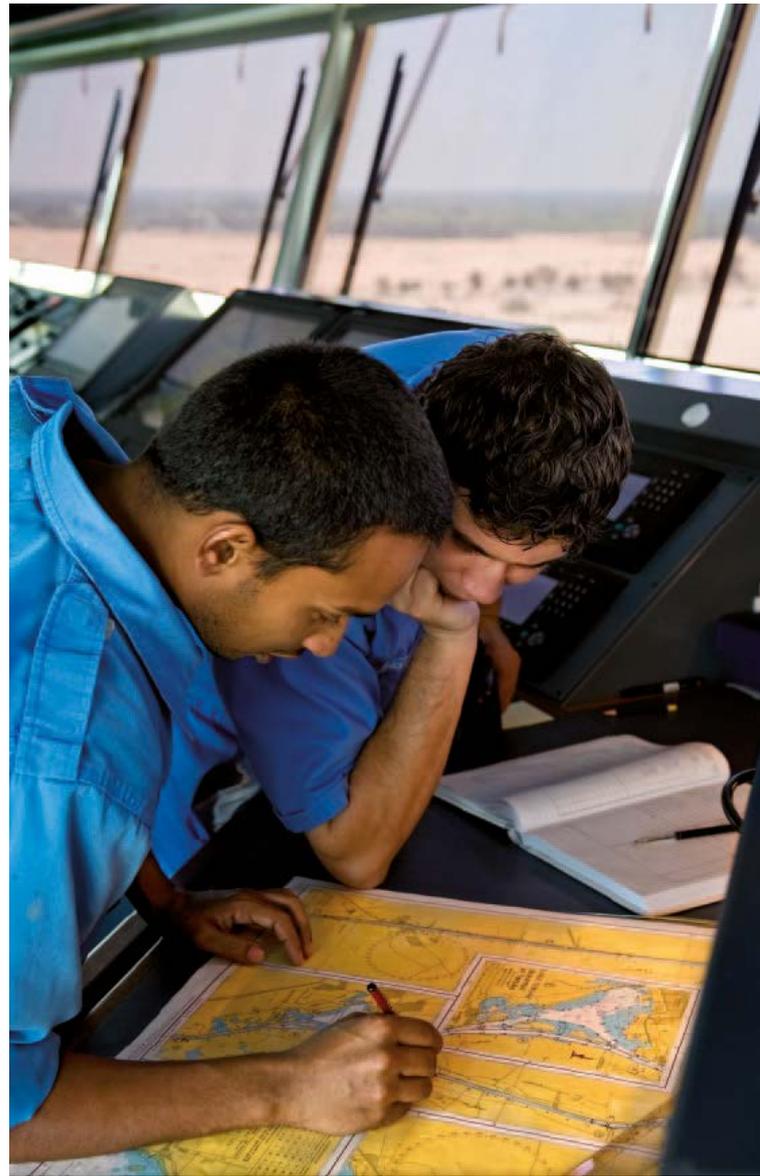
The CEF benefits people across all Member States, as it makes travel easier and more sustainable, enhances Europe's energy security while enabling wider use of renewables, and facilitates cross-border interaction between public administrations, businesses and citizens.

In addition to grants, the CEF offers financial support to projects through innovative financial instruments such as guarantees and project bonds. These instruments create significant leverage in their use of EU budget and act as a catalyst to attract further funding from the private sector and other public sector actors.

Since January 2014, INEA is your gateway to funding under the CEF. INEA implements most of the CEF programme budget, in total €27.4 billion out of €30.4 billion [€22.4 billion for Transport, €4.7 billion for Energy and €0.3 billion for Telecom].

The CEF is divided into three sectors: CEF Energy, CEF Telecom and CEF Transport. CEF Transport focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and on the Comprehensive Network, as well as for horizontal priorities such as traffic management systems. CEF Transport has a dedicated action Motorways of the Sea, intended to concentrate flows of freight on sea-based logistical routes in such a way as to improve existing maritime links or to establish new viable, regular and frequent maritime links for the transport of goods between Member States, in order to reduce road congestion and/or improve access to peripheral and island regions and States.

The calls for proposals are published on the INEA website: <http://ec.europa.eu/inea/connecting-europe-facility/cef-transport>



<sup>13</sup> <http://ec.europa.eu/inea/en/connecting-europe-facility>

# 8. Conclusions

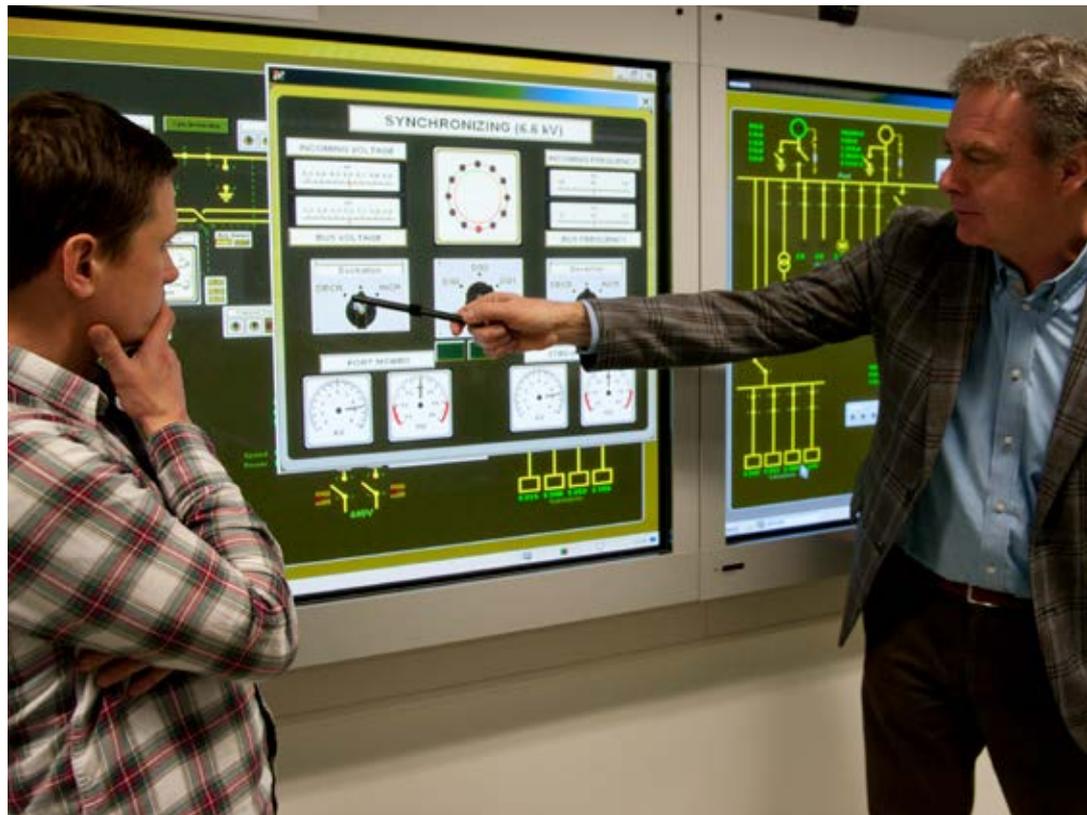
Funds available for education, training and apprenticeships for the shipping industry are limited when it comes to funding instruments directly supporting these activities. The best options are offered by the Erasmus+ programme, and specifically Key Action 1 and Key Action 2. In addition, the European Social Fund has several possibilities in place, though not for all EU Member States. The Pilot Project on Long-term Mobility for Apprentices offers possibilities as well. In addition, it is seen as a good idea to include the development of education and training programmes (and where possible education and training activities and apprenticeships) as an integral part of research and deployment activities.

## Annex A: Programme Countries Erasmus+<sup>14</sup>

- ✓ Austria;
- ✓ Belgium;
- ✓ Bulgaria;
- ✓ Cyprus;
- ✓ Croatia;
- ✓ Czech Republic;
- ✓ Denmark;
- ✓ Estonia;
- ✓ Finland;
- ✓ Former Yugoslav Republic of Macedonia;
- ✓ France;
- ✓ Germany;
- ✓ Greece;
- ✓ Hungary;
- ✓ Iceland;
- ✓ Ireland;
- ✓ Italy;
- ✓ Latvia;
- ✓ Liechtenstein;
- ✓ Lithuania;
- ✓ Luxembourg;
- ✓ Malta;
- ✓ Netherlands;
- ✓ Norway
- ✓ Poland;
- ✓ Portugal;
- ✓ Romania;
- ✓ Slovakia;
- ✓ Slovenia;
- ✓ Spain;
- ✓ Sweden;
- ✓ Turkey
- ✓ United Kingdom;

## Annex B: Overview of Contacts per Funding Programme

- ✓ Erasmus+: Overview of National Agencies: [https://ec.europa.eu/programmes/erasmus-plus/contact\\_en#tab-1-0](https://ec.europa.eu/programmes/erasmus-plus/contact_en#tab-1-0)
- ✓ Erasmus+: Education, Audiovisual and Culture Executive Agency: [http://eacea.ec.europa.eu/index\\_en.php](http://eacea.ec.europa.eu/index_en.php);
- ✓ ESF Managing Authorities: <http://ec.europa.eu/esf/main.jsp?catId=45&langId=en>;
- ✓ National Contact Points Horizon 2020: [http://ec.europa.eu/research/participants/portal/desktop/en/support/national\\_contact\\_points.html](http://ec.europa.eu/research/participants/portal/desktop/en/support/national_contact_points.html);



<sup>14</sup> [http://ec.europa.eu/programmes/erasmus-plus/node/3\\_en](http://ec.europa.eu/programmes/erasmus-plus/node/3_en)







# European Community Shipowners' Associations (ECSA) and European Transport Workers' Federation (ETF)



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