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EN

I

(Information)

COUNCIL**CONCLUSIONS BY THE COUNCIL****of 21 February 2005****on Education and Training in the framework of the mid-term review of the Lisbon Strategy**

(2005/C 85/01)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to:

1. The new strategic goal set for the European Union by the Lisbon European Council of 23–24 March 2000 and reaffirmed by the Stockholm European Council of 23 and 24 March 2001 to become ‘the most competitive and dynamic knowledge-based economy in the world capable of sustainable economic growth, with more and better jobs and greater social cohesion’.
2. The substantial contribution of Lifelong Learning, covering all forms of learning and all levels and dimensions of Education and Training, to all these objectives and to the achievement of sustainable development, as acknowledged by the Lisbon European Council itself.
3. The fact that some 33 million people in the European Union are not in active employment; Europe’s workforce is ageing, and 32 % of the working age population (78 million) is low skilled. In contrast, over the next five years, only 15 % of newly created jobs will be for people with basic schooling, whereas 50 % of newly created jobs will require highly skilled workers.
4. The progress made, in particular in the context of the ‘Education and Training 2010’ Work Programme at national and European level.

5. The Commission Communication to the Spring European Council 2005 (‘Working together for growth and jobs — A new start for the Lisbon Strategy’) and the need to identify areas where the European Council may support further progress.

STRESSES THAT:

6. The knowledge society is key to the Lisbon Strategy. The contribution of education and training is therefore essential, as they provide the indispensable skills base and creative potential.
 - The Lisbon goals of competitiveness and economic growth can only be achieved if young people coming onto the labour market are properly equipped through quality education and training in line with the evolution of society.
 - More efficient investment in education and training leads in general to a significant increase of the national product of a country and contribute to the future income of the learners.
 - Better quality of education and training as well as better access and higher participation not only enable an increasing number of people to achieve personal development but also contribute to sustainable economic growth, social cohesion and more and better jobs.

- Increasing participation and completion rates in initial education and training will have a positive effect on the quality of the labour force, improve people's employability and therefore reduce public spending.
 - The higher education sector is situated at the cross-roads of research, education and innovation and is therefore key to the competitiveness of the European Union.
 - No advanced economy can survive without continuous upgrading of people's skills, regardless of their age. Lifelong learning is therefore essential, and needs to be encouraged in all the Member States. It increases the overall skills levels of the workforce, allowing people to adapt to the rapidly changing needs of the labour market and to new technologies and improving the conditions for occupational and geographical mobility. In this regard, basic training in ICT (digital literacy) for all is essential.
7. As regards the issue of sustainable growth and 'more and better jobs', education and training provide the foundation on which better quality jobs can be created and growth sustained. This is even more true in knowledge-based societies and economies.
- More jobs can only result from a better and more job-intensive economic growth; this in turn requires that the labour force have the skills and competences needed by entrepreneurs and companies.
 - Better quality jobs imply a higher level of competence from the worker, which in turn implies greater individual development at all levels of education and training throughout life, in the light of demographic change. Education and training, non-formal and informal learning, are means to achieve this.
 - Education and training raise young people's awareness of the environmental dimension and help them understand that a sustainable economic growth, while addressing the needs of present generations, must not put at risk those of future generations.
8. As regards the question of 'greater social cohesion', education and training promote understanding and tolerance. Moreover, they open a more equitable start in life for all.
- Early education provides the best chance to develop social skills in children, and to prepare them for the increasingly multi-cultural world in which we live
- and, in particular, to give children with fewer opportunities a better preparation for school.
- Citizenship education in its broadest sense, including opportunities for participation in civil society, is a complementary means of combating cultural and social exclusion and facilitating the integration of young people as well as people with special needs in society.
- RECALLS THAT:
9. In accordance with the Lisbon conclusions, the Council has agreed on a coherent and integrated Work Programme, now referred to as 'Education and Training 2010'. The Council and Commission, in their Joint Interim Report to the European Council adopted in February 2004, underlined three priority areas for immediate further action:
- focus reform and investment on the key areas for the knowledge-based society;
 - make lifelong learning a reality;
 - establish a European area of education and training.
10. Agreement has been reached on Europass, as well as on other key issues, such as the identification and validation of non-formal and informal learning, quality assurance in Vocational Education and Training (VET) and guidance throughout life. Priority should now be given to implementing these agreements at the national level. The future priorities for reforms and investment in VET are defined in the Council conclusions adopted on 15 November 2004, which formed the basis for the Maastricht Communiqué adopted on 14 December 2004.
11. Under the impulse of the Bologna process, progress has been made in stimulating curricular reform in higher education across Europe. In addition, the Erasmus Mundus programme was adopted in December 2003 to promote the EU as a centre of excellence in learning around the world. However, more action and support from the EU would enable higher education institutions to fulfil their key role in achieving the Lisbon objectives.
12. In order to monitor progress under the Work Programme, the Council has adopted a number of benchmarks for the EU as a whole in May 2003. They are all-important for the Lisbon Strategy and should therefore be achieved by 2010.

13. At national level, the modernisation of education and training systems is underway, but much remains to be done to implement the necessary reforms.

— Identify cost sharing models of continuing training (employers, employees and public service).

— Develop national strategies, aiming *inter alia* at filling the current gap in terms of access to life-long learning opportunities between large and small companies, and between high and low skilled people.

RECOMMENDS THAT:

14. In preparation for the next joint report of the Council and Commission to the European Council in 2006, further action be taken at European and national level, having regard to the Lisbon Mid-Term Review according to the priority levers of 'Education and Training 2010', as they were stated in the 2004 Joint Interim Report, in particular with reference to actions for the development of human capital:

— Adopt the future integrated action programme in the field of lifelong learning.

— Establish a European area of Education and Training:

— Strengthen the open method of coordination, for example by:

— Focus reform and investment on the key areas for the knowledge-based society:

— working in 'peer learning' clusters, allowing Member States to focus on their priority areas;

— Realise the Lisbon objective of a substantial increase in, and efficient use of public and private investment in education and training.

— improving the scope, precision and reliability of education and training statistics;

— Develop a culture of excellence as well as evaluation systems to ensure that EU education and training systems become a world quality reference.

— identifying indicators in new fields and making them operational, as envisaged in the Joint Interim Report, including the foreign language competence indicator requested by the Barcelona European Council, in March 2002.

— Improve governance at national level by involving all relevant stakeholders, including the social partners, and by improving coordination among the public authorities concerned.

— Adopt common reference points at European level in fields such as key competences and the training of teachers and trainers.

— Strengthen synergies and complementarity between education and other policy areas such as employment, research and innovation, and macroeconomic policy.

— Strengthen the role of higher education institutions in the Lisbon Strategy and improve the quality of higher education in order to enhance its international attractiveness and the mobility of the students and staff.

— Making lifelong learning a reality:

National strategies for lifelong learning should aim to ensure that all citizens, acquire the key competences they need in a knowledge society and that open, attractive and accessible learning environments are created. The following measures, among others, can contribute to achieving these goals:

— Enhance the synergy and the complementarity between Higher Education and Research to stimulate innovation and employment through the mobility of young researchers and the networking of centres of excellence.

— Multiply opportunities of lifelong learning, for example by means of distance-learning especially through the use of ICT.

— Develop by the end of 2006 a European Qualifications Framework as a common reference covering both VET and general education (secondary and higher), based on competences and learning outcomes.

— Stimulate lifelong learning demand through measures to reconcile work and family life.

INVITES THE EUROPEAN COUNCIL:

15. To reaffirm that lifelong learning is and will remain a *sine qua non* for achieving the Lisbon goals. In this context, the successful implementation of the 'Education and Training 2010' Work Programme is essential in order both to develop knowledge and innovation and to create more and better jobs.
 16. To seize the momentum of the Mid-Term-Review, by giving priority to:
 - the putting in place of coherent and comprehensive lifelong learning strategies in the Member States by 2006 encompassing all levels and dimensions of education and training to develop the skills and competences needed, with the involvement of all stakeholders concerned;
 - the promotion of excellence at all levels of Education and Training systems in support of jobs and growth, as well as social cohesion;
 - the implementation in the Member States of the 'Education and Training 2010' Work Programme, including the necessary increase in and more efficient use of investment in education and training;
 - enhanced European cooperation in education and training in order to stimulate and support reform, particularly through
 - peer learning, made more relevant to Member States' needs;
 - improving the quality of the monitoring of progress;
 - enhancing the contribution of VET, higher Education and Research to the Lisbon strategy.
 17. To call on the Council (Education/Youth/Culture) to contribute to the monitoring of those aspects coming with its competence i.e. education and training, in the framework of the reporting mechanisms of the Lisbon Strategy.
 18. To include the initiative of a European Pact for Youth, in the framework of the Mid-Term Review of the Lisbon strategy, in order to promote a generation of young Europeans with quality jobs, a higher level of education and undergoing training to improve their adaptability and to define orientations for concrete measures for this purpose in the framework of 'Education and Training 2010' and of existing programmes.
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CONCLUSIONS BY THE COUNCIL

of 21 February 2005

on Youth in the framework of the mid-term review of the Lisbon Strategy

(2005/C 85/02)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to:

1. the objective, set by the Lisbon European Council on 23 and 24 March 2000 and reaffirmed by the Stockholm European Council on 23 and 24 March 2001, of making the European Union *'the most competitive and dynamic knowledge-based economy in the world, capable of sustainable economic growth with more and better jobs and greater social cohesion'*;
2. the White Paper 'A new impetus for European youth', adopted by the Commission on 21 November 2001, which recognises that *'This strategy sets new goals for different policy fields which are closely related to youth, such as education, employment, social inclusion, information and civil society'*;
3. the Council Resolution of 27 June 2002 adopting, on the basis of the aforementioned White Paper, the open method of coordination as a new framework for cooperation in the youth field and proposing the inclusion of the youth dimension in other policies and programmes;
4. the conclusions of the European Council of 4 and 5 November 2004, taking note of the letter of the Heads of State or Government of France, Germany, Spain and Sweden pointing out the importance of demographic factors in shaping the future economic and social development of Europe and calling for the elaboration of a 'European Pact for Youth';
5. the Commission Communication to the Spring European Council 2005 ('Working together for growth and jobs — A new start for the Lisbon Strategy') on the mid-term review of the Lisbon Strategy, which states that *'we still need a vision for society which can integrate both the ageing and the young'* and underlines *'the need for urgent action'*,

UNDERLINES:

6. the importance of a youth perspective in the Lisbon Strategy, having regard to the demographic, economic, social and political development of the European Union, and in particular its ageing population;
7. the contribution made by youth's innovative capacity, spirit of initiative and enterprise, mobility and capacity

for multicultural integration in terms of competitiveness, sustainable growth and social cohesion;

8. the importance of a concerted, cohesive and cross-cutting policy focused on young people;
9. the relevance, in this context, of the White Paper on youth, especially the open method of coordination and the inclusion of youth in other policies, as well as the need to strengthen synergies and complementarity among the different policies and programmes affecting youth;
10. that a better understanding of youth and young people's living conditions is a precondition for identifying effective measures to encourage young people to make the most of their potential;
11. that the Lisbon Strategy needs the support of young people to succeed,

SHARES:

12. in this connection, the belief expressed by the Commission that the Lisbon Strategy must *'ensure that the reforms proposed help to give young people a first chance in life and equip them with the skills needed throughout their lives'*;
13. the concern expressed by the Commission, in its Communication to the Spring European Council 2005, that young people should be targeted within the framework of certain key areas such as employment, the conciliation of family and professional life, investment in human capital and research and development,

CONSIDERS THAT:

14. on the basis of the existing instruments and mechanisms, such an approach, targeted towards young people, should be effectively integrated in the policies envisaged by the Lisbon Strategy;
15. the specific efforts in favour of young people must take account of gender equality and apply equally to young people with fewer opportunities, in particular in the fields of education, employment, social integration and mobility;

16. the active participation of young people in society is both an objective and a method guaranteeing the involvement of European citizens in the Lisbon objectives and contributing to the personal development of young people, their social integration and social cohesion in general. Consequently, it constitutes an additional factor for the success of the Lisbon Strategy,
 17. include, in the framework of the Mid-Term Review of the Lisbon Strategy, and of the discussions on the Commission's communication to the Spring European Council 2005, the initiative of a European Pact for Youth, encompassing particularly the fields of employment, social cohesion, education, training, mobility, as well as the conciliation of family and professional life;
 18. define orientations for the concrete measures required to implement this initiative in all sectors concerned;
 19. take note of the Commission's intention to adopt a communication on this initiative;
 20. entrust the Commission and the Member States with the task of ensuring that young people and youth organisations, *inter alia*, via the 'European Youth Forum', are fully involved in this approach;
 21. monitor the implementation of the European youth Pact through the reporting mechanisms of the Lisbon Strategy, and call on the Council (Education/Youth/Culture) to contribute to the monitoring of those aspects coming within its competence.
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COMMISSION

Euro exchange rates ⁽¹⁾

6 April 2005

(2005/C 85/03)

1 euro =

Currency	Exchange rate	Currency	Exchange rate		
USD	US dollar	1,2860	SIT	Slovenian tolar	239,68
JPY	Japanese yen	139,75	SKK	Slovak koruna	38,915
DKK	Danish krone	7,4500	TRY	Turkish lira	1,7462
GBP	Pound sterling	0,68505	AUD	Australian dollar	1,6804
SEK	Swedish krona	9,1612	CAD	Canadian dollar	1,5708
CHF	Swiss franc	1,5508	HKD	Hong Kong dollar	10,0302
ISK	Iceland króna	78,76	NZD	New Zealand dollar	1,8092
NOK	Norwegian krone	8,1670	SGD	Singapore dollar	2,1378
BGN	Bulgarian lev	1,9558	KRW	South Korean won	1 303,23
CYP	Cyprus pound	0,5842	ZAR	South African rand	7,8774
CZK	Czech koruna	29,956	CNY	Chinese yuan renminbi	10,6436
EEK	Estonian kroon	15,6466	HRK	Croatian kuna	7,4150
HUF	Hungarian forint	247,23	IDR	Indonesian rupiah	12 191,28
LTL	Lithuanian litas	3,4528	MYR	Malaysian ringgit	4,887
LVL	Latvian lats	0,6961	PHP	Philippine peso	70,376
MTL	Maltese lira	0,4298	RUB	Russian rouble	35,8450
PLN	Polish zloty	4,1273	THB	Thai baht	50,872
ROL	Romanian leu	36 492			

(¹) Source: reference exchange rate published by the ECB.

List of appropriate certificates recognised under the procedure laid down in Article 18(3) of Directive 2001/25/EC on the minimum level of training of seafarers ⁽¹⁾

(Situation on 31 December 2004)

(2005/C 85/04)

(Text with EEA relevance)

MS	Third country concerned	Appropriate Certificates
EL	Indonesia	Master on ships 500 Gt or more (Reg. II/2) Chief Mate on Ships 500 Gt or more (Reg. II/2) Watch keeping Officer on ships of more than 500 Gt (Reg. II/2) Chief Engineer Officer on ships of 3 000 kW propulsion power or more (Reg. III/3) Second Engineer Officer on ships of 3 000 kW propulsion power or more (Reg. III/2) Watch keeping Officer on ships of 750 kW propulsion power or more (Reg. III/1) Radio-communication Officer (Reg. IV/2)
UK	Korea	Deck Officer Class 1 (Master Mariner) Deck Officer Class 2 Deck Officer Class 3 Deck Officer Class 4 (Home Trade Master) Deck Officer Class 5 Deck Officer Class 6
IT	Australia	Deck Department Master Class I Reg. II/2 Chief Mate Class I Reg. II/2 Master Class II Reg. II/2 Chief Mate Class II Reg. II/2 Second Mate Class I Reg. II/1 Second Mate Class II Reg. II/3 Engine Department Engineer Class I Reg. III/2 Engineer Class II Reg. III/3 Engineer Watch keeper Reg. III/1
BE	Australia	Second Mate Class 1 (Reg. II/1) Second Mate Class 2 (Reg. II/1) Chief Mate Class 1 (Reg. II/2) Chief Mate Class 2, <3 000 Gt u/l (Reg. II/2) Master Class 1 (Reg. II/2) Master Class 2, <3 000 Gt u/l (Reg. II/2) Engineer Officer of the Watch — Steam/Motor or combined (Unlimited) Reg. III/1 Second Engineer Officer — Steam/Motor Officer or Combined (Unlimited) Reg. III/2 Chief Engineer Officer — Steam/Motor or Combined (Unlimited) Reg. III/2

⁽¹⁾ The Netherlands and the United Kingdom did not proceed to the recognition of individual maritime education and training institutes and opted for the recognition of all the maritime education and training institutes approved by the third countries concerned.

MS	Third country concerned	Appropriate Certificates
BE	Republic of Croatia	<p>Officer in charge of the navigational watch on ships 500 Gt or more</p> <p>Chief mate on ships of 3 000 Gt or more</p> <p>Chief mate on ships up to 3 000 Gt</p> <p>Master on ships 3 000 Gt or more</p> <p>Master on ships up to 3 000 Gt</p> <p>Officer in charge of the navigational watch on ships less than 500 Gt engaged on navigation area 3</p> <p>Master in charge of the navigational watch on ships less than 500 Gt engaged on navigation area 3</p> <p>Officer in charge of an engineering watch on a ship powered by the main propulsion machinery of 750 kW or more</p> <p>2nd Engineer officer on ships powered by the main propulsion machinery of 750 kW or more</p> <p>Chief Engineer officer on ships powered by main propulsion machinery of 750 kW or more</p> <p>Chief Engineer officer on ships powered by main propulsion machinery between 750 kW and 3 000 kW</p>
BE	Philippines	<p>3rd Mate</p> <p>2nd Mate</p> <p>Chief Mate</p> <p>Master</p> <p>4th Engineer</p> <p>3rd Engineer</p> <p>2nd Engineer</p> <p>Chief Engineer</p>
BE	Indonesia	<p>Deck Officer Class I</p> <p>Deck Officer Class II</p> <p>Deck Officer Class III</p> <p>Deck Officer Class IV</p> <p>Engineer Officer Class I</p> <p>Engineer Officer Class II</p> <p>Engineer Officer Class III</p>
BE	Russian Federation	<p>Master</p> <p>Chief Mate</p> <p>Officer in charge of a navigational watch</p> <p>Master on ships less than 500 Gt engaged in near-coastal voyages</p> <p>Officer in charge of a navigational watch on ships less than 500 Gt engaged in near-coastal voyages</p> <p>First Class Engineer Officer</p> <p>Second Class Engineer Officer/B</p> <p>Second Class Engineer Officer/A</p> <p>Third Class Engineer Officer/B</p> <p>Third Class Engineer Officer/A</p>

MS	Third country concerned	Appropriate Certificates
L	Argentina	<p>Deck officer Certificates</p> <p>Second Mate Reg. II/1 Chief Mate Reg. II/2 Master Reg. II/2</p> <p>Engine officer Certificates</p> <p>Engineer Officer Reg. III/1 Engineer Officer, First Class, Reg. III/2 Chief Engineer Officer, Reg. III/2</p>
L	Australia	<p>Deck officer Certificates</p> <p>Second Mate Class 1 Reg. II/1 Chief Mate Class 1 Reg. II/2 Master Class 1 (Master Mariner) Reg. II/2</p> <p>Engine officer Certificates</p> <p>Marine Engineer Officer of the Watch Reg. III/1 Marine Engineer Officer Class 2 Reg. III/2 Marine Engineer Officer Class 1 Reg. III/2</p>
L	Bulgaria	<p>Deck officer Certificates</p> <p>Third Mate, Reg. II/1 Second Mate, Reg. II/1 Chief Mate, Reg. II/2 Master, Reg. II/2</p> <p>Engine officer Certificates</p> <p>Fourth Engineer Officer, Reg. III/1 Third Engineer Officer, Reg. III/1 Second Engineer Officer, Reg. III/2 Chief Engineer Officer, Reg. III/2</p>
L	Canada	<p>Deck officer Certificates</p> <p>Watch keeping Mate Unrestricted, Reg. II/1 Chief Mate Local voyages, Reg. II/1 Chief Mate Intermediate voyages, Reg. II/1 Master local voyages, Reg. II/1 Master Intermediate voyages, Reg. II/2 Master International voyages, Reg. II/2 Master Mariner, Reg. II/2</p> <p>Engine officer Certificates</p> <p>Fourth Class Engineer, Reg. III/1 Third Class Engineer, Reg. III/1 Second Class Engineer, Reg. III/2 First Class Engineer, Reg. III/2</p>

MS	Third country concerned	Appropriate Certificates
L	Croatia	<p>Deck officer Certificates</p> <p>Officer in charge of a navigational watch on ships of 500 Gt or more, Reg. II/1 Chief Mate on ships of 3 000 Gt or more, Reg. II/2 Chief Mate on ships up to 3 000 Gt, Reg. II/2 Master on ships up to 3 000 Gt, Reg. II/2 Master on ships of 3 000 Gt or more, Reg. II/2</p> <p>Engine officer Certificates</p> <p>Officer engineer in charge of an engineering watch on ships powered by the main propulsion machinery of 750 kW or more, Reg. III/1 Second Engineer Officer on ships powered by the main propulsion machinery of 3 000 kW or more, Reg. III/2 Chief Engineer Officer on ships powered by the main propulsion machinery of 3 000 kW or more, Reg. III/2 Chief Engineer Officer on ships powered by the main propulsion machinery between 750 kW and 3 000 kW, Reg. III/3</p>
L	Estonia	<p>Deck officer Certificates</p> <p>Officer in charge of a navigational watch on ships of 500 Gt or more, Reg. II/1 Chief Mate on ships of less than 3 000 Gt, Reg. II/2 Chief Mate on ships of 3 000 Gt or more, Reg. II/2 Master on ships of less than 3 000 Gt, Reg. II/2 Master on ships of 3 000 Gt or more, Reg. II/2</p> <p>Engine officer Certificates</p> <p>Officer engineer in charge of an engineering watch on a ship powered by Diesel engines with main propulsion machinery of 750 kW or more, Reg. III/1 Second Engineer Officer on a ship powered by Diesel engines with main propulsion machinery of less than 3 000 kW, Reg. III/3 Chief Engineer Officer on a ship powered by Diesel engines with a main propulsion machinery of less than 3 000 kW, Reg. III/3 Second Engineer Officer on a ship powered by Diesel engines with a main propulsion machinery of 3 000 kW or more, Reg. III/2 Chief Engineer Officer on a ship powered by Diesel engines with a main propulsion machinery of 3 000 kW or more, Reg. III/2</p>
L	India	<p>Deck officer Certificates</p> <p>Master of Foreign Going Ship, Certificate of Competency (Deck) Class 1, Reg. II/2 (Master) First Mate of Foreign Going Ship, Certificate of Competency (Deck) Class 2, Reg. II/2 (Chief Mate) Second Mate of Foreign Going Ship, Certificate of Competency (Deck) Class 3, Reg. II/1 (Deck officer of the Watch)</p> <p>Engine officer Certificates</p> <p>Marine engineer officer, Certificate of Competency (MEO-1) Class 1 (Chief engineer), Reg. III/2 Marine engineer officer, Certificate of Competency (MEO-2) Class 2 (Second engineer), Reg. III/2 Marine engineer officer, Certificate of Competency (EOOW-IV) Class 4 (Engineer officer of the watch), Reg. III/1</p>

MS	Third country concerned	Appropriate Certificates
L	Indonesia	<p>Deck officer Certificates</p> <p>Deck officer Class I (Master Mariner), Reg. II/2 Deck officer Class I, Reg. II/2 Deck officer Class III, Reg. II/1,II/2.4.1,II/3.5 Deck officer Class IV, Reg. II/1, II/3</p> <p>Engine officer Certificates</p> <p>Engine officer Class I, Reg. III/2 Engine officer Class II, Reg. III/2 Engine officer Class III, Reg. III/1, III/3 Engine officer Class IV, Reg. III/1, III/3</p>
L	Latvia	<p>Deck officer Certificates</p> <p>Officer in charge of a navigational watch on ships over 500 Gt, Reg. II/1 Chief Mate on ships up to 3 000 Gt, Reg. II/2 Master on ships up to 3 000 Gt, Reg. II/2 Chief Mate on ships over 3 000 Gt 'Deep-sea Navigator', Reg. II/2 Master on ships up to 3 000 Gt 'Deep-sea Master', Reg. II/2</p> <p>Engine officer Certificates</p> <p>Engineer officer in charge of an engineering watch on ships powered by main propulsion machinery over 750 kW, Reg. III/1 Chief Engineer Officer on ships powered by a main propulsion machinery of up to 750 kW, Reg. III/2 Second Engineer Officer on ships powered by a main propulsion machinery over 3 000 kW, Reg. III/2 Chief Engineer Officer on ships powered by a main propulsion machinery over 3 000 kW, Reg. III/2</p>
L	Lithuania	<p>Master on ships 3 000 Gt or more, Reg. II/2 Chief mate on ships 3 000 Gt or more, Reg. II/2 Master on ships between 500 and 3 000 Gt, Reg. II/2 Chief mate on ships between 500 and 3 000 Gt, Reg. II/2 Officer in charge of navigational watch on ships of 500 Gt or more, Reg. II/1 Master on ships of less than 500 Gt, Reg. II/3 Officer in charge of a navigational watch on ships of less than 500 Gt, Reg. II/3 Chief Engineer officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Second engineer officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Chief engineer officer on ships between 750 and 3 000 kW propulsion power, Reg. III/2 Second engineer officer on ships between 750 and 3 000 kW propulsion power, Reg. III/2 Officer in charge of engineering watch on ships of 750 kW propulsion power or more, Reg. III/1 Chief engineer officer on ships of less than 750 kW propulsion power, Reg. III/3 Officer in charge of an engineering watch on ships of less than 750 kW propulsion power, Reg. III/3</p>

MS	Third country concerned	Appropriate Certificates
L	Madagascar	<p>Deck Department</p> <p>Chief mate, 1st Class (unlimited), Reg. II/2 Chief mate, 2nd Class (less than 3 000 Gt), Reg. II/2 Coaster master (less than 500 Gt, less than 200 nm from the coast), Reg. II/3 Navigational watch officer (unlimited), Reg. II/1</p> <p>Engine Department</p> <p>Second engineer officer, 1st Class (unlimited), Reg. III/2 Second engineer officer, 2nd Class (less than 3 000 Gt), Reg. III/2 Navigational watch officer (unlimited), Reg. III/4L</p>
L	Philippines	<p>Deck officer Certificates</p> <p>D1 — Master Certificate, Reg. II/2 D2 — Chief mate Certificate, Reg. II/2 D3 — Second mate Certificate, Reg. II/1 D4 — Third mate Certificate, Reg. II/1</p> <p>Engine officer Certificates</p> <p>E1 — Chief engineer Certificate, Reg. III/2 E2 — Second engineer Certificate, Reg. III/2 E3 — Third engineer Certificate, Reg. III/1 E4 — Fourth engineer Certificate, Reg. III/1</p>
L	Poland	<p>Deck officer Certificates</p> <p>Officer in charge of a navigational watch on ships of 500 Gt or more, Reg. II/1 Chief Mate on ships of between 500 and 3 000 Gt, Reg. II/2 Chief Mate on ships of 3 000 Gt, Reg. II/2 Master certificate on ships of between 500 and 3 000 Gt, Reg. II/2 Master certificate on ships of 3 000 Gt or more, Reg. II/2 Officer in charge of a navigational watch certificate near coastal voyages, Reg. II/3 Master certificate near coastal voyages, Reg. II/3</p> <p>Engine officer Certificates</p> <p>Engineer Officer in charge of a watch certificate on ships powered by the main propulsion machinery of less than 750 kW, Reg. III/1 Engineer Officer in charge of a watch certificate on ships powered by the main propulsion machinery of 750 kW and more, Reg. III/1 Second Engineer Officer on ships powered by the main propulsion machinery of between 750 and 3 000 kW, Reg. III/3 Second Engineer Officer on ships powered by the main propulsion machinery of 3 000 kW or more, Reg. III/2 Chief Engineer Officer on ships powered by the main propulsion machinery between 750 kW and 3 000 kW, Reg. III/3 Chief Engineer Officer on ships powered by the main propulsion machinery of 3 000 kW or more, Reg. III/2</p>

MS	Third country concerned	Appropriate Certificates
L	Romania	<p>Deck officer Certificates</p> <p>Master of a ship of 3 000 Gt or more, Reg. II/2 Chief mate of a ship of 3 000 Gt or more, Reg. II/2 Officer in charge of a navigational watch of a ship of 500 Gt or more, Reg. II/1 Master on ships of less than 200 Gt engaged in near coastal voyages, Reg. II/3</p> <p>Engine officer Certificates</p> <p>Chief engineer officer of ships powered by main machinery of 3 000 kW propulsion power or more, Reg. III/2 Second engineer officer of ships powered by main machinery of 3 000 kW propulsion power or more, Reg. III/2 Engineer officer in charge of a watch on a ship powered by main machinery of 750 kW propulsion power or more, Reg. III/1</p>
L	Russian Federation	<p>Deck officer Certificates</p> <p>Master, Reg. II/2 Chief mate, Reg. II/2 Officer in charge of a navigational watch, Reg. II/1 Master on ships of less than 500 Gt engaged in near coastal voyages, Reg. II/3 Officer in charge of a navigational watch on ships of less than 500 Gt engaged in near coastal voyages, Reg. II/3</p> <p>Engine officer Certificates</p> <p>First Class Engineer Officer, Reg. III/2 Second Class Engineer Officer/B, Reg. III/3 Second Class Engineer Officer/A, Reg. III/2 Third Class Engineer Officer/B, Reg. III/3</p>
L	Senegal	<p>Deck Department</p> <p>Master on ships of 3 000 UMS or more, Reg. II/2 Chief mate on ships of 3 000 UMS or more, Reg. II/2 Master on ships between 500 UMS and 3 000 UMS, Reg. II/2 Chief mate on ships between 500 UMS and 3 000 UMS, Reg. II/2 Officers in charge of navigational watch on ships of 500 UMS or more, Reg. II/1</p> <p>Engine Department</p> <p>Chief engineer officer on ships of more than 3 000 kW propulsion power, Reg. III/2 Second engineer officer on ships of more than 3 000 kW propulsion power, Reg. III/2 Chief engineer officer on ships of between 750 and 3 000 kW propulsion power Reg. III/2 Second engineer officer on ships of between 750 and 3 000 kW propulsion power Reg. III/2 Officer in charge of an engineering watch on ships of 750 kW propulsion power or more, Reg. III/1</p>

MS	Third country concerned	Appropriate Certificates
L	Ukraine	<p>Deck officer Certificates</p> <p>Short sea voyage navigator, Reg. II/1 Deep-sea navigator, Reg. II/2.2.1.1 Master in short voyages, Reg. II/3.5 Deep-sea captain, Reg. II/2.2.1.2</p> <p>Engine officer Certificates</p> <p>Third class engineer, Reg. III/1 Second class engineer, Reg. III/2.2.1.1 First class engineer, Reg. III/2.2.1.2</p>
IT	Czech Republic	<p>Deck Department</p> <p>Master, Reg. II/2 Chief mate, Reg. II/2 Officer in charge of a navigational watch, Reg. II/1</p> <p>Engine Department</p> <p>Chief Engineer Officer, Reg. III/2 Second Engineer Officer, Reg. III/2 Officer in charge of an engineering watch, Reg. III/1</p>
UK	Malaysia	<p>Officer in charge of a Navigational Watch (unlimited) Chief mate (unlimited) Master (unlimited) Chief mate (less than 3 000 Gt, near-coastal) Master (less than 3 000 Gt, near-coastal) Chief mate (more than 3 000 Gt, near-coastal) Master (more than 3 000 Gt, near-coastal) Officer in charge of the navigational watch (less than 500 Gt, near-coastal) Master (less than 500 Gt, near-coastal)</p>
EL	China	<p>Master on ships 500 Gt or more, Reg. II/2 Chief mate on ships 500 Gt or more, Reg. II/2 Watch keeping officer on ships of more than 500 Gt, Reg. II/1 Chief engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Second engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Watch keeping engineering officer on ships of 750 kW propulsion or more, Reg. III/1 Radio-communication officer, Reg. IV/2</p>
EL	Australia	<p>Master on ships 500 Gt or more, Reg. II/2 Chief mate on ships 500 Gt or more, Reg. II/2 Watch keeping officer on ships of more than 500 Gt, Reg. II/1 Chief engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Second engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Watch keeping engineering officer on ships of 750 kW propulsion or more, Reg. III/1 Radio-communication officer, Reg. IV/2</p>

MS	Third country concerned	Appropriate Certificates
EL	Canada	Master on ships 500 Gt or more, Reg. II/2 Chief mate on ships 500 Gt or more, Reg. II/2 Watch keeping officer on ships of more than 500 Gt, Reg. II/1 Chief engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Second engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Watch keeping engineering officer on ships of 750 kW propulsion or more, Reg. III/1 Radio-communication officer, Reg. IV/2
EL	Georgia	Master on ships 500 Gt or more, Reg. II/2 Chief mate on ships 500 Gt or more, Reg. II/2 Watch keeping officer on ships of more than 500 Gt, Reg. II/1 Chief engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Second engineering officer on ships of 3 000 kW propulsion power or more, Reg. III/2 Watch keeping engineering officer on ships of 750 kW propulsion or more, Reg. III/1 Radio-communication officer, Reg. IV/2
UK	Iran	Second Mate (OOW unlimited), Reg. II/1 Chief Mate (Unlimited), Reg. II/2 Master Mariner, Reg. II/2 Third Class engineer (OOW), Reg. III/1 Second Class engineer (Ch. Eng — less than 3 000 kW, 2 nd Eng.), Reg. III/2 & 3 Chief engineer (Ch. Eng.), Reg. III/2
L	Turkey	<p>Deck Department:</p> Restricted Watchkeeping Officer (Reg. II/3) Restricted Master (Reg. II/3) Watchkeeping Officer (500-3 000 Gt), Reg. II/1 Chief Officer (500-3 000 Gt), Reg. II/2 Master (500-3 000 Gt), Reg. II/2 Unlimited Watchkeeping Officer, Reg. II/1 Unlimited Chief Officer, Reg. II/2 Unlimited Master, Reg. II/2

MS	Third country concerned	Appropriate Certificates
L	Slovenia	<p>Seagoing — All ships of 3 000 Gt or more Master, Reg. II/2 Chief mate, Reg. II/2</p> <p>Seagoing — All ships between 500 and 3 000 Gt Master, Reg. II/2 Chief mate, Reg. II/2 Officer in charge of navigational watch of a ship of 500 Gt or more, Reg. II/1</p> <p>Seagoing — All ships up to 500 Gt Master, Reg. II/3 Officer in charge of a navigational watch, Reg. II/3 1st Class radio electronic officer, Reg. IV/2 2nd Class radio electronic officer, Reg. IV/2 General radio electronic officer, Reg. IV/2 Restricted radio electronic officer, Reg. IV/2</p> <p>All ships of 3 000 Gt or more Chief engineer officer, Reg. III/2 Second engineer officer, Reg. III/2</p> <p>All ships between 750 and 3 000 Gt Chief engineer officer, Reg. III/3 Second engineer officer, Reg. III/3</p> <p>All ships of 750 kW power or more Officer in charge of an engineering watch, Reg. III/1</p>
EL	Pakistan	<p>Master on ships of 500 Gt or more (Reg. II/2) Chief Mate on ships of 500 Gt or more (Reg. II/2) Officer in charge of a navigational watch on ships of more than 500 Gt (Reg. II/1) Master and Officer in charge of a navigational watch on ships of less than 500 Gt (Reg. II/3) Chief Engineer Officer on ships of 3 000 kW propulsion power or more (Reg. III/2) Officer in charge of an engineering watch on ships of 750 kW propulsion power or more (Reg. III/1) Chief Engineer Officer and second engineer officer on ships of between 750 and 3 000 kW propulsion power (Reg. III/3) GMDSS Radio personnel (Reg. IV/2) Special training for masters and officers on tankers (Reg. V/1)</p>
UK	Serbia & Montenegro	<p>OOW (Unlimited) Officer in Charge of the Navigational Watch Vessels more than 3 000 Gt Chief Mate (Unlimited) Chief Mate — Vessels more than 3 000 Gt Master (Unlimited), Vessels more than 3 000 Gt Chief Mate (less than 3 000 Gt) Master (less than 3 000 Gt) OOW (less than 500 Gt near-coastal) Chief Mate</p>

MS	Third country concerned	Appropriate Certificates
		Master (less than 500 Gt near-coastal) Engineer of the Watch (Unlimited) Second Engineer Officer (Unlimited) Chief Engineer Officer (Unlimited) Second Engineer Officer (near coastal 750-3 000 kW) Chief Engineer Officer (near coastal 750-3 000 kW)
PO	Turkey	Master >3 000 Gt Chief Mate >3 000 Gt Chief Mate <500; <3 000 Gt Deck Officer >500 Gt Chief Engineer >3 000 kW Chief Engineer >750; <3 000 kW Second Engineer >3 000 kW Second Officer >750; <3 000 kW Engineer Officer >750 kW General Radio Operator Restricted Radio Operator

Prior notification of a concentration
(Case COMP/M.3773 — Lehman Brothers/Europe Realty/IHG Portfolio)
Candidate case for simplified procedure

(2005/C 85/05)

(Text with EEA relevance)

1. On 1 April 2005, the Commission received a notification of a proposed concentration pursuant to Article 4 of Council Regulation (EC) No 139/2004 ⁽¹⁾ by which the undertakings Lehman Brothers Real Estate Partners ('LBREP II', US) belonging to the Lehman Brothers Group ('Lehman Brothers', US) and Europe Realty Holdings Pte. Ltd. ('Europe Realty', Singapore) acquire within the meaning of Article 3(1)(b) of the Council Regulation joint control of IHG Portfolio ('IHG Portfolio', UK) by way of purchase of shares in a newly created company constituting a joint venture.

2. The business activities of the undertakings concerned are:

- LBREP II: investment fund,
- Europe Realty: holding company active in real estate investments in Europe on behalf of the Government of Singapore,
- IHG Portfolio: four companies owning as assets a group of 73 hotels located in the UK.

3. On preliminary examination, the Commission finds that the notified transaction could fall within the scope of Regulation (EC) No 139/2004. However, the final decision on this point is reserved. Pursuant to the Commission Notice on a simplified procedure for treatment of certain concentrations under Council Regulation (EC) No 139/2004 ⁽²⁾ it should be noted that this case is a candidate for treatment under the procedure set out in the Notice.

4. The Commission invites interested third parties to submit their possible observations on the proposed operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. Observations can be sent to the Commission by fax (No (32-2) 296 43 01 or 296 72 44) or by post, under reference number COMP/M.3773 — Lehman Brothers/Europe Realty/IHG Portfolio, to the following address:

European Commission
Directorate-General for Competition,
Merger Registry
J-70
B-1049 Brussels

⁽¹⁾ OJ L 24, 29.1.2004, p. 1

⁽²⁾ Available on DG COMP website:

http://europa.eu.int/comm/competition/mergers/legislation/consultation/simplified_tru.pdf.

CORRIGENDA**Corrigendum to Call for proposals for indirect RTD actions under the specific programme for research, technological development and demonstration: 'structuring the European Research Area'**

(Official Journal of the European Union C 63 of 15 March 2005)

(2005/C 85/06)

On page 15, in the Annex, point 8, in the first column of the table:

for: '1.2.4.2.2',

read: '1.2.3.3';

on page 16, in the Annex, point 13, in the second column of the table, on the first line:

for: '1.2.4.2.1',

read: '1.2.3.3'.
