

Ladies and gentlemen, dear Europeans, dear friends!

It is a privilege for me to be here today at this hearing, not only because it is a very important issue for the engineering profession, but also because of my daughter and her generation.

For us who are here today at this hearing - the borders between the member states of Europe are not obstacles anymore. We are crossing them almost every day and take it for granted that we can. At the same time we have agreed to use one or 2 languages - where English is the most preferred - to be able to speak and thereby exchange information between each other. To pass on information that gives value to the involved.

Back in 1957 in the treaty of EEC (known as the treaty of Rome) the signatories of the Treaty declared in the preamble, and I quote:

"... to lay the foundations of an ever closer union among the peoples of Europe, resolved to ensure the economic and social progress of their countries by common action to eliminate the barriers which divide Europe, affirming as the essential objective of their efforts the constant improvements of the living and working conditions of their peoples..."

These principles were - in 1957 as well as today - central to fulfil the ambition and create one single European market, driven by supply and demand. A market where all our resources are used in the best possible way, thereby creating such wealth, that can be distributed to all our citizens, making Europe one of - if not the most - attractive places to live.

For individual engineers and the whole engineering profession - both private and public - there is a common language - which in the same way as it is possible for a medical doctor to treat and help patients all over the world – consists of our skills and our knowledge. That language is based on the same principles - evidently - science and mathematics.

We therefore have the theoretical ability to move within the borders of Europe, but in reality it is not that simple, I am afraid.

There are still too many barriers and obstacles that prevent this.

This is the way why the introduction of a European card - a European professional card for the engineering profession - and maybe for other unregulated and regulated professions as well - is one of the necessary actions that needs to be taken if the politicians of today indeed want to ...walk-the-talk ... and therefore in reality open up Europe, and make Europe into that single common market, which was the ambition already expressed in 1957.

In FEANI we have to represent ALL the engineering professions in 31 countries across Europe and therefore we have worked intensively to increase the mobility among the engineers, since 2005. For us, a professional card was not an objective in itself. For us it was important to evaluate, what would be the added value of a European professional card? And what current problems the introduction of such a card could solve?

We ultimately ended up with the “engineerING Card”, a concept which will also be explained in detail later this week by our FEANI Secretary General in the EU Steering Committee on the Professional Card. The card is overall characterized by five features, which are key to the success and its acceptance as a professional card:

Those features are:

1. **Completeness:** the information contained on the engineerING card is comprehensive, i.e. it provides a complete overview of the academic education, professional experience and further training of the card holder.
2. **Standardisation based on European standards:** the professional card provides information on academic education, professional experience and further training according to the European standards defined under the European Qualification Framework (EQF). At the same time the EUR-ACE criteria, the accreditation criteria for engineering studies adopted across Europe, also apply to academic education.
2. **Independent testing and recognition:** the information on the professional card is reliable. The qualifications are tested and recognized in the country of origin by an independent register commission. The register commission is made up of experts from universities, relevant engineers’ organisations and industry. This ensures that the engineerING card is widely recognized. It is important to stress that it is essential to anchor such a professional card, with the professional associations - and not the protective governments of the member states.
4. **Flexibility through decentralized administration:** The professional card is introduced and administered decentralized, i.e. in each individual EU Member State. This means that qualifications obtained in the card holder’s country of origin are documented. In addition to the standardized entries, country-specific additions in line with national requirements are also possible.
5. **Voluntariness:** possession of the engineerING card is voluntary, i.e. engineers are not obliged to carry the professional card. Rather, the card represents a service for all those engineers who want to be mobile within the EU. This ensures that the engineerING card offers a needs-based solution and that unnecessary costs and bureaucracy are avoided.

And yes - it is not rocket science, it is a structured way to ensure the required mobility can be increased through a decentralized, low-cost structure based on common principles.

It works for us, so maybe the principles could work for other regulated professions within the European Union as well.

My closing remark would be as simple as, if we continue to do things, in the same national protective ways as we have done in the past, we will not be able to expand the pie, to create

together and to generate wealth for the generations to come, through the use of ALL the competencies within the European Union. And we need to do that.

Hopefully my daughter as I mentioned in the beginning - who is just 1 year old - will look at me - and the politicians of today - and say, thanks dad, your generation actually enhanced the mobility within Europe, to maximize the living conditions for me and my generation, thank you.

That is why I am pleased to be here today, hopefully contributing a little bit to the revision of the directive and thereby pushing EU into the future. Making the world a better place not only for us, but also for my daughter and her generation.

Thank you for your attention.

/Bytoft

