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## **2026.7 NO AHQ on residence permits for seafarers and other crew personnel**

**European Migration Network  
Ad-hoc query**

**April, 2026**

# AD-HOC QUERY ON 2026.7 NO AHQ ON RESIDENCE PERMITS FOR SEAFARERS AND OTHER CREW PERSONNEL

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**Responses from:** EMN NCP Austria, EMN NCP Belgium, EMN NCP Bulgaria, EMN NCP Croatia, EMN NCP Czech Republic, EMN NCP Estonia, EMN NCP Finland, EMN NCP France, EMN NCP Germany, EMN NCP Greece, EMN NCP Hungary, EMN NCP Ireland, EMN NCP Italy, EMN NCP Latvia, EMN NCP Lithuania, EMN NCP Netherlands, EMN NCP Norway, EMN NCP Poland, EMN NCP Slovakia, EMN NCP Slovenia, EMN NCP Spain, EMN NCP Sweden, EMN NCP Ukraine **(23 in total)**

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## BACKGROUND INFORMATION

On behalf of EMN Norway:

The Norwegian Ministry of Labour and Social Inclusion is currently considering legislative amendments concerning third- country nationals who stay in Norway for work purposes. This includes, for example, seafarers, aircraft pilots, and other crew personnel whose stay in Norway is directly linked to their employment.

Norway is interested to know if other countries apply different requirements to third- country nationals working on board vessels registered in the EEA, compared to third- country nationals working on board vessels registered in third countries. Within the EEA,

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the freedom to provide services also applies to maritime services, and it is unclear whether the same requirements can be imposed as for third countries on vessels registered in third countries, or whether more lenient rules must be granted for third- country nationals working on EEA- registered vessels.


### WE WOULD LIKE TO ASK THE FOLLOWING QUESTIONS:

We would very much appreciate your responses by **5 March 2026**.


1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of your Member State while they are working and staying in port/near port or in national waters? YES/NO.
2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?
3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.
4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.

### RESPONSES

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		<b>Unrestricted Dissemination ?</b>	
	<b>EMN NCP Austria</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>No. With regard to Annex VII/Point 3 of the Schengen Borders Code, there is no requirement in Austria for seafarers working on board seagoing vessels to hold an Austrian residence permit/work permit during their work and stay in the port/near the port or in national waters. The crew of seagoing vessels in Austrian waters are exempt from the Act Governing the Employment of Foreign Nationals for their work aboard in the course of border-crossing inland waterway or lake transport and therefore do not need a work permit in Austria for these tasks.                      ---                      Source: Ministry of the Interior</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>N/a                      ---                      Source: Ministry of the Interior</p>

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			<p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>N/a          ---          Source: Ministry of the Interior</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>No. The aforementioned group of people is exempt from the 90 out of 180 days rule if the conditions specified in Annex VII/Point 2 of the Schengen Borders Code are met. Work permits are not required for the typically inevitable work-situations necessary to enable carriers from abroad to perform their air transport services to and from Austria with their domestic crews. These work situations are covered by exemptions from the Act Governing the Employment of Foreign Nationals.          ---          Source: Ministry of the Interior</p>
	<p><b>EMN NCP Belgium</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>NOTE: In Belgium, the Immigration Office is responsible for decisions regarding residence</p>

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permits while the Belgian Regional Governments are responsible for decisions regarding work permits. Please see their respective answers below:

**Belgian Immigration Office:**

A relevant court ruling of the European Court of Justice is C341/18. A distinction should be made between the following cases:

a/ a seafarer arrives in the airport, travels to the port with the intention to board a vessel in a port. There is not yet an estimated time of departure (ETD) known. In this case, as long as there is no ETD, the seafarer does not receive an exit stamp or exit registration in the EES. That exit stamp/registration will only be given when there is an ETA. In absence of that exit registration/stamp, the person is treated as a TCN on the territory.

Any person, including a seafarer, who has a visa required nationality, requires a visa prior to travel to Belgium via airways. This means that they are expected to have a short-stay visa upon arrival, to enter the Belgian territory.

Any third country national who wants to work on board of a ship and the ETD extends beyond 90 days: they cannot be considered as seafarers in the strict sense of the word. When their goal is to travel for more than 90 days in Belgium, they require to hold a long stay visa prior to travelling to Belgium.

b/ a seafarer arrives on board of a vessel in a port. They stay on the vessel or in the commune near the vessel, and will depart with that vessel: no residence permit or work permit is required.

c/ a person, who does not intend to depart with the vessel, works on board of a vessel while that vessel is in the port. This person is not a seafarer, this person must have a residence permit and a work permit (i.e. a single permit).

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These are the general categories. There are, of course, exceptions, such as seafarer under category b/ who arrive with a vessel, but that vessel will not be able to sail for a long time due to a decision by Belgian Port State Control. The ways in which these cases are handled are discussed among the different national authorities and handled on a case-by-case basis, including the (Federal) Immigration Office and the respective Regional Government.

### **Brussels-Capital Region:**

Categories 1a/ and 1b/ (see above) are exempt from a work permit pursuant to Art. 1 1° of the Royal Decree of 20 March 2007 (cf. Art. 18, §1, 1° of the Decision of the Brussels-Capital Region of 16 May 2024 on Economic Migration). This concerns “drivers, pilots, cabin crew, inland waterway transport operators, seafarers, etc., employed by an employer based abroad” (Art. 1 1° para. 2 of the Royal Decree of 20 March 2007) This exemption is limited to 90 days, i.e. in combination with a short stay (visa < 90 days). In case of stay beyond 90 days, a work permit (i.e. single permit) is required as per the standard procedure.

In addition, categories 1a/ and 1b/ (see above) enjoy an exemption from the requirement of a labour market test, in order to obtain a single permit with indefinite term, if they are registered in the Belgian Merchant Navy Seafarers' Pool, pursuant to Article 18, §2, 8° of the same Decision.

### **German-speaking Region:**

Categories 1a/ and 1b/ (see above) are exempt from a work permit pursuant to Art. 1 1° of the Royal Decree of 20 March 2007 (cf. Art. 2, 9° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals). This concerns “drivers, pilots, cabin crew, inland waterway transport operators, seafarers, etc., employed by an employer based abroad” (Art. 1 1° para. 2 of the Royal Decree of 20 March 2007). This exemption is limited to 90 days, i.e. in combination with a short stay (visa < 90 days). In case of stay beyond 90 days, a work permit (i.e. single permit) is required as per the standard procedure.

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In addition, categories 1a/ and 1b/ (see above) enjoy an exemptions from the requirement of a labour market test, in order to obtain a single permit with indefinite term, if they are registered in the Belgian Merchant Navy Seafarers' Pool, pursuant to Art. 2, 8° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals.

### **Flemish Region:**

Categories 1a/ and 1b/ (see above) are exempt from a work permit pursuant to Art. 1 1° of the Royal Decree of 20 March 2007 (cf. Article 16, §3, 1° of the Decision by the Flemish Government of 7 December 2018). This concerns "drivers, pilots, cabin crew, inland waterway transport operators, seafarers, etc., employed by an employer based abroad" (Art. 1 1° para. 2 of the Royal Decree of 20 March 2007). This exemption is limited to 90 days, i.e. in combination with a short stay (visa < 90 days). In case of stay beyond 90 days, a work permit (i.e. single permit) is required as per the standard procedure.

### **Walloon Region:**

Categories 1a/ and 1b/ (see above) are exempt from a work permit pursuant to Art. 1 1° of the Royal Decree of 20 March 2007 (cf. Art. 2, 9° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals). This concerns "drivers, pilots, cabin crew, inland waterway transport operators, seafarers, etc., employed by an employer based abroad" (Art. 1 1° para. 2 of the Royal Decree of 20 March 2007). This exemption is limited to 90 days, i.e. in combination with a short stay (visa < 90 days). In case of stay beyond 90 days, a work permit (i.e. single permit) is required as per the standard procedure.

In addition, categories 1a/ and 1b/ (see above) enjoy an exemptions from requirement of a labour market test, in order to obtain a single permit with indefinite term, if they are registered in the Belgian Merchant Navy Seafarers' Pool, pursuant to Art. 2, 8° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals.

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2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?

NOTE: In Belgium, the Immigration Office is responsible for decisions regarding residence permits while the Belgian Regional Governments are responsible for decisions regarding work permits. Please see their respective answers below:

**Belgian Immigration Office:**

See Q1.

**Brussel-Capital Region:**

See Q1.

**German-speaking Region:**

See Q1.

**Flemish Region:**

See Q1.

**Walloon Region:**

See Q1.

3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.

NOTE: In Belgium, the Immigration Office is responsible for decisions regarding residence

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			<p>permits while the Belgian Regional Governments are responsible for decisions regarding work permits. Please see their respective answers below:</p> <p><b>Belgian Immigration Office:</b> No.</p> <p><b>Brussels-Capital Region:</b> No. The aforementioned 90-day exemption pursuant to Article 18, §1, 1° of the Decision of the Brussels-Capital Region of 16 May 2024 on Economic Migration applies to employees working for an employer based abroad, both in the EU/EEA as well as in third countries. The exemption to obtain a single permit with indefinite term, pursuant to Article 18, §2, 8° the Decision of the Brussels-Capital Region of 16 May 2024 on Economic Migration, applies only to the Belgian Merchant Navy Seafarers' Pool.</p> <p><b>German-speaking Region:</b> No. The aforementioned 90-day exemption pursuant to Art. 2, 9° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals applies to employees working for an employer based abroad, both in the EU/EEA as well as in third countries. The exemption of indefinite duration pursuant to Art. 2, 8° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals applies only to the Belgian Merchant Navy Seafarers' Pool.</p> <p><b>Flemish Region:</b> No. The aforementioned 90-day exemption pursuant to Article 16, §3, 1° of the Decision by the Flemish Government of 7 December 2018 applies to employees working for an employer based abroad, both in the EU/EEA as well as in third countries.</p> <p><b>Walloon Region:</b> No. The aforementioned 90-day exemption pursuant to Art. 2, 9° of the Royal Decree of 9</p>
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June 1999 on the Employment of Third-Country Nationals applies to employees working for an employer based abroad, both in the EU/EEA as well as in third countries.

The exemption of indefinite duration pursuant to Art. 2, 8° of the Royal Decree of 9 June 1999 on the Employment of Third-Country Nationals applies only to the Belgian Merchant Navy Seafarers' Pool.

4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.

NOTE: In Belgium, the Immigration Office is responsible for decisions regarding residence permits while the Belgian Regional Governments are responsible for decisions regarding work permits. Please see their respective answers below:

### **Belgian Immigration Office:**


Schengen Borders Code has specific rules for pilots and air crew travelling on duty: they don't receive stamps / EES-registration.

In case of third country national pilots and crew personnel of aircrafts who reside for more than 90 days in the territory for work purposes:

They are not required to hold a residence permit, the surplus of 90 days is hard to determine in this case, given the lack of stamps/EES registration (assuming that they do have their primary residence in Belgium).

If they have their primary residence in Belgium, they are required to obtain a work permit and residence permit (i.e. single permit).


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		<p><b>All regions:</b>          YES. The same provision as for seafarers applies to cabin crew in aviation employed by a foreign employer (Art. 1 1° para. 2 of the Royal Decree of 20 March 2007). A single permit will be required if their stay in one of the Belgian regions for employment purposes exceeds 90 days (see also Q1). There is also no exemption for cabin crew employed by a Belgian airline, they are required to have a single permit in accordance with the standard conditions.</p>
 <b>EMN NCP Bulgaria</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>According to Article 9, paragraph 1, point 1 of the Law on Labour Migration and Labour Mobility, no permit shall be required for access to the labour market for third-country workers referred to in Article 88 of the Merchant Shipping Code.</p> <p>In accordance with Article 88 of the Merchant Shipping Code, the crew of merchant ships shall consist of qualified seafarers. At least 25 percent of the management and operational level positions and at least 25 percent of the executive level positions shall be occupied by Bulgarians.</p> <p>The crew of merchant ships may consist of persons holding certificates of competency issued in compliance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). Such certificates may be issued by the Republic of Bulgaria, by another Member State of the European Union, or by a third country recognised in accordance with the secondary legislation of the European Union. The crew of merchant ships sailing on the internal waterways of Europe shall consist of persons holding certificates of competency issued in compliance with the Recommendations on Preparation of the Ship</p>

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			<p>Drivers and their Provision with Competency Certificates for International Shipping of the Inland Transport Committee of the United Nations Economic Commission for Europe and the Danube Commission.</p> <p>The shipowners shall appoint the crew without discrimination based on nationality, religion, payment or other labour conditions. However, a common language, determined by the shipowners, shall be used on board.</p> <p>In all cases, the master and the chief engineer officer of the ship shall be Bulgarians or nationals of a Member State of the European Union, or a contracting state to the Agreement on the European Economic Area, or of the Swiss Confederation.</p> <p>The crew of the sport, tourism and entertainment vessels, as well as vessels not engaged in economic activity may consist of competent seafarers – Bulgarians and/or foreigners. Where, under extraordinary circumstances, the shipowner is not able to comply with the above requirement (namely, at least 25 percent of the management and operational level positions and at least 25 percent of the executive level positions shall be occupied by Bulgarians), he may (with the permission of the Executive Agency "Maritime Administration") hire competent seafarers who are nationals of other Member States of the European Union, of a Contracting State to the Agreement on the European Economic Area, or of the Swiss Confederation, and, where this is not possible, third-country nationals. The permit shall be granted until the first port for changing the crew claimed in advance by the shipowner but in any case for a period no longer than three months.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p>
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			<p>N/A</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>N/A</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Yes. The pilots and the other aircraft staff should possess the necessary residence and work permit (EU Blue card, Single permit, etc.). It is also important to add that there are specific requirements for the regulated professions.</p>
	<p><b>EMN NCP Croatia</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>YES. For vessel, which port of registration and flag is Croatia. NO. If the vessel have no Croatian flag and port of registry. Any other flag of ship is foreign flagship. That include EU/EEA flagship.</p>

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2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?

Upon arrival if the flag of ship is Croatia.

NO. If the ship have any other flag EU/EEA/TC.

3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.


NO.

4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.


YES. If they live in Croatia.

NO. If they use Movement Rights: They are allowed to: Embark and disembark in a stop-over or arrival airport within a Member State. Enter the territory of the municipality of the stop-over or arrival airport. Travel to an airport in a Member State to board an aircraft departing from that same airport. This apply for Holders of a pilot's license or a crew-member certificate.

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	<b>EMN NCP Czech Republic</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>N/A. CZ has no access to the sea.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>N/A</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>N/A</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>No. Pilots and other crew members of airlines from third countries who enter the Schengen area in the course of operating flights across external borders and while performing their professional duties are not required to hold a residence permit or a work permit.</p>
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			They are required only to hold the appropriate pilot licence or crew member certificate in accordance with Annex 9 to the Convention on International Civil Aviation of 7 December 1944. No additional residence or work authorisation is required, provided that their stay in the territory is directly linked to the performance of their professional duties as crew members.
 <b>EMN NCP Estonia</b>	<b>Yes</b>		<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>No, according to the Aliens Act (<a href="https://www.riigiteataja.ee/en/eli/ee/518112013013/consolide/current">https://www.riigiteataja.ee/en/eli/ee/518112013013/consolide/current</a>), third-country nationals staying in Estonia are generally required to have a residence permit or visa. However, as an exception, Estonian law does not require foreigners to have a residence permit or visa to stay and work on a ship sailing under the Estonian flag. Therefore, foreigners may stay and work on a ship sailing under the Estonian flag without an Estonian visa or residence permit. Pursuant to the Aliens Act § 105 p 51 an alien is permitted to work on a sea-going ship sailing under the Estonian national flag, except on a passenger ship that makes regular international voyages from an Estonian port in case the ship has entered an Estonian port up to 25 times during the last 365 days.</p> <p>A foreigner who wants to live in Estonia needs an Estonian residence permit.</p> <p>Pursuant to the Aliens Act § 44 (4) an alien who is a crew member may be permitted to Estonia as a transit passenger if the purpose of the entry into Estonia is to commence or terminate employment as a crew member on board of a ship at an Estonian port or the commencement of employment on board of another ship at an Estonian port.</p>


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			<p>However, this doesn't regulate seafarers employment and conditions of stay on ships of other countries in our ports. In the case of seafarers, the Maritime Labour Convention of the International Labour Organization and Seafarers Employment Act (<a href="https://www.riigiteataja.ee/en/eli/509022026001/consolide">https://www.riigiteataja.ee/en/eli/509022026001/consolide</a>) must also be taken into account. According to the Maritime Labour Convention, each country under whose jurisdiction a particular ship falls must ensure compliance with the requirements regarding employment.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>N/A</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>N/A</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>No, pursuant to the Aliens Act § 105 p 2 an alien who is a member of an aircraft crew is permitted to work in Estonia although the alien does not have a residence in Estonia and his or her employer does not have a permanent establishment of the undertaking in Estonia but a</p>
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			legal basis exists for the temporary stay in Estonia of an alien.
+	<b>EMN NCP Finland</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>YES and NO. NO, if the work lasts 90 days or less in any 180-day period, their residence in Finland is legal (they have a valid visa, hold a Schengen residence permit granted by another country, or are not required to have a visa to Finland due to their citizenship) and they work as seamen either on board a vessel entered in the list of merchant vessels in international trade or, if they have entered the service outside Finland, on board a vessel which mainly sails between foreign ports. However, the previous doesn't apply to seamen who mainly reside in Finland e.g., while the vessel is at the shipyard. If the seamen mainly stay in Finland during their free time and are employed by a Finnish company, they need to apply for a residence permit. In addition, a person working as a performer on a vessel for a short period of time is not considered a seaman by the Finnish Immigration Service. A residence permit is also always required if the work lasts for over 90 days in any 180-day period.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>In principle, if a residence permit is required, a person must hold it upon arrival since it is not usually possible to apply for a first residence permit on the basis of work in Finland but an application should be submitted abroad. Only in some exceptional cases it may be possible to grant a residence permit even if the application has been submitted in Finland, such as if the</p>

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			<p>applicant has arrived to Finland with a Schengen residence permit granted by another country. In addition, if the applicant has had a Finnish visa and during the validity of the visa the nature of the work has become more long-term, the Finnish Immigration Service may consider granting a residence permit on the basis of work even if the application has been submitted in Finland.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>NO.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>A residence permit is always required if the work lasts for over 90 days in any 180-day period.</p>
	<b>EMN NCP France</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>A distinction must be made between ships flying the French flag and those flying a foreign flag. In accordance with the principle of international law of the flag state established by Article 94 of the 1982 United Nations Convention on the Law of the Sea, every state shall</p>

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exercise effective jurisdiction and control in administrative, technical, and social matters over ships flying its flag. Working on a ship registered in the French International Register (Registre international français - RIF) counts as a stay on French territory and requires a work permit (even if the contract is for less than 90 days), as well as a residence document.

The labor law applicable to seafarers employed on ships registered in the RIF differs according to the seafarer's place of residence. (Article L. 5612-1 of the French Transport Code). Book V of Part Five of the French Transport Code applies to third-country nationals residing in France who are employed on ships registered in the RIF, in particular Title IV relating to labor law. For third-country nationals, residence in France is conditional upon obtaining "a residence permit or an equivalent document, pursuant to an international convention or agreement" (Article L. 5512-1 I 2° b). Furthermore, Book V also stipulates that the French Transport Code and the French Labour Code apply to "seafarers employed by shipping companies and marine farming companies, as well as their employers " (Articles L. 5541-1 of the Transport Code and L. 5541-1 of the Labour Code): a work permit is required unless the third-country national is exempt from the work permit requirement based on the residence permit held (Article R. 5221-2 of the Labour Code).

For third-country nationals residing outside France, Article L. 5612-1 of the French Transport Code stipulates that they are not subject to all the provisions of Book V. In fact, they are only affected by the provisions set out in Titles I and II (relating, for example, to professional documents and the conditions for accessing and practicing the seafaring profession) and in Chapter V, Title IV, Book V (relating to health and safety at work). In this context, Article L. 5621-7 I of the French Transport Code stipulates that the contracting parties are free to choose the law applicable to this contract, while complying with the mandatory provisions as listed in Article L. 5542-3 II. If the contract is subject to French law, then the Labour Code and the French Transport Code apply: a work permit is therefore required in this case.

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			<p>For third-country nationals working on board foreign-flagged vessels, the legislation of the flag State applies, meaning that they are not subject to French legislation. Thus, for all staff on board ships flying foreign flags, a stay in French territorial waters is not considered equivalent to a stay on French territory: regardless of the length of the stay and work, the third-country national is therefore not subject to a work permit or residence permit. It should be noted that if they hold a seafarer's identity document or any other equivalent professional document attesting to their status as seafarers, when on land they are not considered as if they were staying on French territory but "going ashore". This going ashore may take place within the zone determined by prefectural decree. However, if a journey is made to renew crews (ship/aircraft, for example), a transit visa is then required. As regards, non-seafarers staff or seafarers who do not hold a seafarer identity document or any other equivalent professional document attesting to their status as seafarers, they will have to have a short-stay visa to go ashore or transit.</p> <p>However, under the host state principle, which aims to ensure the application of uniform rules on labor law, minimum staffing levels, minimum remuneration, and social protection on board ships listed in Article L. 5561-1 of the French Transport Code, including, in particular, ships engaged in maritime transport in French territorial or inland waters, regardless of their flag, third-country nationals working on board foreign-flagged vessels are required to hold an employment contract approved by the administrative authority or a work permit in accordance with Article L. 5562-1 of the French Transport Code, which lists the matters for which seafarers and non-seafarers employed on board-foreign flagged ships are subject to "the legal provisions and contractual stipulations applicable to third-country nationals employed by companies in the same sector of activity established in France.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p>
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			<p>Third-country nationals who are required to have an employment contract approved by the administrative authority or a work permit (see Q.1) are required, like any third-country national wishing to enter France to pursue a professional activity, to apply to the French diplomatic and consular authorities for a long-stay visa authorizing a stay of more than three months for the purpose of professional activity. In support of this application for a long-stay visa, an employment contract approved by the administrative authority or a work permit is required in accordance with Article L. 421-1 of the French Code for stay and residence of foreign nationals and for the right to asylum (CESEDA), whose provisions refer to Article L. 5221-2 of the Labour Code. The issuance of this long-stay visa is conditional upon the initial issuance of either a temporary residence permit, issued for fixed-term employment or temporary secondment from a company located outside the EU, or a multi-year residence permit issued for permanent employment.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>No. French law applies equally to third-country nationals working on board ships registered in the EU/EEA and those working on board ships registered in third countries, in terms of the right of residence, whether in application of the flag state principle or the host state principle. Only rules relating to the nationality and qualifications of personnel on board ships apply: When going ashore, seafarers who are nationals of third countries and hold a seafarer's identity document or any other equivalent professional document attesting to their status as seafarers are not considered, when on land, to be staying on French territory but rather "going ashore" (However, if a journey is made to renew crews, a transit visa is then required). Non-seafarer staff who are third-country nationals and who do not hold a seafarer's identity document or any other equivalent professional document attesting to their status as seafarers will have to hold a short-stay visa to go ashore or transit;</p>
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			<p>Only nationals of an EU Member State, a State party to the EEA agreement, the Swiss confederation, or another State party to any international agreement having the same scope in terms of the right of residence and work may be captains and officers deputizing for him of vessels ships subject to the host State's system.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Yes. Pursuant to the concept of "operating base" introduced by Decree no.2006-1425 of 21 November 2006, relating to the operating bases of air transport companies, airline crew (pilots and cabin crew) are subject to the legislation of the country in which the airline's base of operations is located. Thus, airline flight crew whose base of assignment is located in France are subject, pursuant to Article L. 312-2 of the CESEDA, to the obligation to apply to the French diplomatic and consular authorities for a long-stay visa authorizing a stay of more than three months for professional purposes. In support of this application, an employment contract approved by the administrative authority or a work permit is required to obtain a long-stay visa in accordance with Article L. 421-1 of the CESEDA, whose provisions refer to Article L. 5221-2 of the Labour Code. The issuance of this long-stay visa is a prerequisite for the initial issuance of either a temporary residence permit, issued for employment under a fixed-term contract or temporary secondment from a company located outside the EU, or a multi-year residence permit issued for employment under a permanent contract. However, pursuant to the decree of 15 May 2025, amending the decree of 10 May 2010, relating to the documents and visas required for third-country nationals to enter the European territory of France, civilian aircraft crew members holding a valid flight crew licence or a crew member certificate, including technical flight crew and commercial flight crew of airlines whose base of operations is not in France, are exempt from visa requirements for travel within the airport and surrounding areas during stopovers in the course of their duties. For States that are not</p>
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			<p>party to the Chicago Convention on International Civil Aviation and/or crew members who do not meet the above conditions, third-country nationals holding a passport issued by the countries listed in Annex D of the Order of 10 May 2010, must be in possession of an airport transit visa.</p>
	<b>EMN NCP Germany</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>No, provided that they are pilots who can identify themselves with appropriate documents related to their person and activity.</p> <p>Other civilian ship personnel, such as the captain, crew members, and other foreign nationals employed on board who are named in the crew list, generally require a residence title which also allows them to work.</p> <p>However, the ship personnel may be exempted from this requirement by the border authorities if the person in question fulfills their passport obligation. The exemption applies to stays at the port of call during the ship's layover. A laissez-passer is issued as proof of this. This is regulated in § 24 of the Residence Regulation, available in English at <a href="http://www.gesetze-im-internet.de/englisch_aufenthv/index.html">www.gesetze-im-internet.de/englisch_aufenthv/index.html</a>.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p>

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			<p>See response to question 1.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>n.a.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>No. Civilian flight crew members who hold a flight crew member's license are exempt from the requirement to hold a residence permit, provided that they only stay at the airport or in a municipality located in its vicinity, or if they are transferring to another airport. If a member of the flight crew does not hold a flight crew member's identity document, the competent border authority may grant an exemption from the requirement to hold a residence permit for such stays and, in this case, issue a passenger certificate as proof of the exemption.</p> <p>There is no annual limit on the number of such stays for individual flight crew members. The legal basis for this is Section 23 of the Residence Regulation (see link above).</p>
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 <b>EMN NCP</b> <b>Greece</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Within the framework of ensuring uniform implementation in all EU ports according to Schengen and Visa Schengen Codes, the specificity of the maritime profession and in general of the maritime industry is recognized.</p> <p>Furthermore, issues related to the control of persons (including seafarers) entering or exiting Greek territory are the responsibility of the Ministry of Citizen Protection and are carried out by the locally competent police authorities for this purpose (article 5 of I.5038/2023, Migration Code, according to which every person is allowed to enter and exit the Greek territory only through the statutory border crossing points. The surveillance of the sea borders is carried out by the port authorities and the stay of a third-country national in transit in the transit zone of a port of the country with the aim of continuing his journey abroad, by the same or another ship, does not constitute entry into the Greek territory. The Greek control authorities may oblige a transiting third-country national to immediately depart when they determine that he/she does not meet the conditions for entry into the single Schengen area in accordance with Regulation (EU) 2016/399 "Schengen Borders Code", as applicable).</p> <p>The conditions and the entry/exit procedure of foreign seafarers under recruitment or dismissal are regulated by a relevant joint ministerial decision (nr.4083/2000, GG B'629), as following:</p> <ul style="list-style-type: none"><li>- Entry into the country of a foreign seafarer is permitted in legal entry points provided that he holds a SCHENGEN consular visa for seafaring, which states the name of the ship to be seafared, its flag and its registry number, and that the following supporting documents are presented to the entry service:</li></ul>
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			<p>a) application from the shipping company/authorized seafaring agent, who must hold a seafaring agent license from the relevant port authority,</p> <p>b) a document from the relevant port authority, authorizing seafaring on the ship and certifying that it is not decommissioned or impounded or under seizure and is located in a port in its area or is due to pass through it in the next 48 hours, according to a declaration from the seafaring agent by whom it is being agented,</p> <p>c) Solemn declaration of a representative of a shipping company/authorized shipping agent, stating that the foreigner is coming for embarkation, following an invitation, and that they will bear all expenses and responsibility for repatriation in the event that for any reason the embarkation does not take place. The entry into the country of a foreign seafarer, for whom a SCHENGEN entry visa is not required, is permitted provided that all the above documents are submitted.</p> <p>-Signing up a foreigner who is in our country without a residence permit is prohibited.</p> <p>Finally, according to the General Port Regulation 21 and with regard to the crew members of ships operating international voyages, for their exit to land they are provided by the Port Authority with special exit permits (Pass).</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>-</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p>
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			<p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p>
	<p><b>EMN NCP Hungary</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Yes.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>Pursuant to Section 3(f) of Government Decree no. 35/2024 (of 29 February) on the implementation of Act XC of 2023 on General Rules for the Admission and Right of Residence of Third-Country Nationals (hereinafter referred to as Implementation Decree), in accordance with Regulation (EU) 2018/1806 of the European Parliament and of the Council, members of the seafaring personnel are entitled to visa-free entry and short-term stay for the purpose of a planned short-term stay.</p>

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			<p>Pursuant to Section 1(1)(a) of Government Decree no. 445/2013 (of 28 November) on the approval of the employment of third-country nationals in Hungary not under a single application procedure, on exemption from the approval requirement, the involvement of the employment authority of the capital and county government offices in the consolidated application procedure, and the reporting of the employment in Hungary of third-country nationals who may be employed in Hungary without a permit, and the reimbursement of wages, the Government Decree covers, with the exception specified in Section 2, the scope of third-country nationals who wish to establish a legal relationship for employment under Hungarian law and who perform work within the framework of a legal relationship for employment in Hungary.</p> <p>In accordance with the above, if a seafarer works exclusively on national waters for a period exceeding 90 days within any 180-day period, the general rules apply to him/her, i.e., (s)he must submit his application for a residence permit (in accordance with his work position, salary, and nationality) at the Hungarian diplomatic mission or consular post in his country of origin or habitual place of residence, and (s)he may only enter the territory of Hungary after the permit has been granted.</p> <p>If the ship is sailing on international waters, it is our position that the state of the ship's flag has jurisdiction over employment on the ship, and no work is performed in the territory of the individual coastal states.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>The immigration laws of Hungary currently in force do not establish distinct or differentiated provisions with regard to vessels registered in an EEA Member State as opposed to those</p>
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			<p>registered in a third country.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Pursuant to Section 3 point (b) of the Implementation Decree, with regard to Regulation (EU) 2018/1806 of the European Parliament and of the Council, members of the crew of civilian aircraft and flight attendants are entitled to visa-free entry and short-term stay for the purpose of a planned short-term stay. If a third-country national wishes to stay in Hungary for more than 90 days within any 180-day period, the general rules apply.</p>
	<p><b>EMN NCP Ireland</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Yes. If a person is a non EEA national and they are working and staying in the State, they generally must hold a valid employment permit.</p> <p>In July 2024, Sea fishers in the Irish fishing fleet were made eligible for the General Employment Permit (GEP) with a minimum annual remuneration of €34,000. A quota of 150 permits for sea fishers entered into effect in July 2024. This new quota has been introduced following a review and recommendation by a cross-governmental group to move the role from the Atypical Working Scheme (AWS closed in 2022) under the remit of Department of Justice,</p>


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			<p>Home Affairs and Migration to the Employment Permit System run by Department of Enterprise, Tourism and Employment(Employment Permits (Amendment) (No.3) Regulations 2024, SI 328/2024).</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>The employment permit can be applied for from outside Ireland or if already in Ireland on a valid permission. The employment permit is required upon arrival and in order to be permitted entry to the State before commencing the employment.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>Yes. Only TCNs wishing to take up employment on an Irish sea fishing vessel can apply for an employment permit to take up the employment in Ireland.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Yes.</p>
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		<p>All TCNs require either a valid employment permit to take up employment in Ireland in an eligible occupation or an immigration permission facilitating employment. Ireland operates a negative occupations list for roles for which an employment permit cannot be granted; and a highly skilled list that priorities skilled professional roles. Roles not on the negative list are eligible to apply for a permit including pilots for example</p>
 <b>EMN NCP Italy</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Pursuant to Article 27 of the Consolidated Immigration Act, seafarers called to embark on ships - including those flying the flag of a non-EU State - moored in Italian ports are authorised to perform work on board, subject to obtaining an entry visa for the purpose of employment for the period necessary to carry out such activity and, in any case, not exceeding one year. For the purpose of obtaining the aforementioned visa, a work authorisation (nulla osta al lavoro) is not required.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>They must already be in possession of it. Please see answer to Q.1.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO.</p>


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			<p>Please explain.</p> <p>Please see answer to Q.1</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Please see answer to Q.1</p>
	<p><b>EMN NCP Latvia</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>NO.</p> <p>According to the national legislation seafarers in the Schengen area (including Latvia) may stay on the basis of a valid seaman's discharge book issued in accordance with the seafarer's identity documents conventions of the International Maritime Organisation and ship's crew list (roll) while the ship is in port.</p> <p>The Border Guard makes a , "residence in the country" mark on the documents if the seafarer disembarks.</p> <p>If the seafarer crosses the border to join the ship, in transit or to end his employment, a visa or residence permit is required. In such case Latvian Border Guard issues a single limited territorial validity visa (C type).</p>

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			<p>The issue of long-term stay of seafarers in Latvian national water or ports does not apply to Latvia.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>N/a</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>N/a</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>NO.</p> <p>According to the national legislation visa or residence permit with work permit is not required if a foreigner is a holder of the certificate of a crew member issued in accordance with the International Convention on Civil Aviation of 7 December 1944, enters the Republic of Latvia within the scope of his or her work duties in order to take the next flight and stays in the administrative territory of the city nearest to the airport.</p> <p>YES (for a long stay work activity only).</p>
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			<p>Aircraft pilots and other crew members who are third-country nationals and plan to reside in Latvia for more than 90 days in 180-day period and are employed by a company registered in Latvia require a visa or residence permit with a right to work with a specific employer.</p> <p>Aircraft pilots and other crew members who are citizens of the European Union and plan to reside in Latvia for more than 90 days in 180-day period and are employed by a company registered in Latvia are required to obtain a Registration card of the Union Citizen.</p>
	<b>EMN NCP Lithuania</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>NO. Lithuania does not have a specific requirement that third-country national seafarers must hold a Lithuanian temporary residence permit or a Lithuanian work permit solely because they are working on board a seagoing vessel that is in port/near port or in Lithuania's national waters. Instead, Lithuanian legislation provides two relevant instruments for this category of persons: (a) a specific legal ground for issuing a national visa to a seafarer in clearly defined situations, and (b) a specific visa exemption for shore leave for certain civil crew members who meet the conditions laid down in the Law.</p> <p>Under instrument (a), a national visa may be issued to a seafarer who is travelling to join a vessel flying the Lithuanian state flag, or where the vessel of which the person is a crew member is undergoing repairs in the Republic of Lithuania.</p> <p>Under instrument (b), article 11 of the Law of the Legal Status of Foreigners provides that civil crew members of vessels calling at Lithuanian seaports may be allowed to go ashore without a visa and stay within the territory of the municipality where the port call takes place for as long as the vessel remains in port, but in any case no longer than six months, provided they hold</p>

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			<p>seafarer identity documents issued in line with the relevant international instruments referred to in the Law (and, for those who arrived to join the vessel during the validity of their visa, that they are included on the crew list and hold the specified seafarer identity documents). In other words, Lithuanian law addresses this situation primarily through a visa/visa-exemption framework rather than by requiring a residence permit for seafarers as a category.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>N/A</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>NO. In the context described above, Lithuania does not distinguish between third-country nationals working on vessels registered in the EU/EEA and those working on vessels registered in third countries. The national-visa ground refers to vessels flying the Lithuanian state flag (or repairs in Lithuania) and does not differentiate by EEA versus third-country registration.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>NO. Lithuania does not apply a separate occupation-specific rule requiring that aircraft pilots</p>
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		and other crew personnel must hold a Lithuanian residence permit/work permit solely because their work-related presence in Lithuania exceeds 90 days in a year. Their situation is assessed under the general legal framework for third-country nationals (i.e., the applicable visa / national visa / residence permit rules depending on the concrete basis and duration of stay), rather than through a dedicated “pilot/crew” permit requirement comparable to the seafarer-related national-visa ground and the seafarer shore-leave exemption described in Q1.
 <b>EMN NCP Netherlands</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Seafarers who enter the Netherlands via a Dutch airport and stay on board a seagoing vessel in a Dutch Seaport momentarily make use of the Schengen Short Stay Visum. However, following a ruling (ECLI:NL:RVS:2020:2818) by the Administrative Jurisdiction Division of the Council of State (the highest administrative court in the Netherlands) on 25 November 2020, TCN’s who enter the country via a Dutch airport and stay on board a seagoing vessel in a Dutch seaport for more than 90 days will need a regular residence permit for seafarers. This permit is valid for a maximum of 11 months. The TCN can only work on the specific sea vessel the permit holds relation to, and is not allowed to perform other work on the Dutch Labour market (meaning the TCN is also not subjected to Dutch labour market legislation and regulations). From 1 July 2026 TCN’s may qualify for this residence permit for seafarers.</p> <p>Seafarers who will remain in the Netherlands for less than 90 days will not need a residence permit for seafarers. They can still travel to and stay in the Netherlands on the basis of the above mentioned short-stay visa. TCN’s who enter the Netherlands on board a seagoing vessel and remain on board the vessel for no longer than 90 days are subjected to border checks at the seaport border crossing point, following the Schengen Borders Code. As long as they stay</p>


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			<p>within the borders of the seaport for no longer than 90 days, they do not need a residence permit or visa. If they do have a short stay visa, they are allowed to stay within the borders of the municipality in which the seaport is located.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)? See Q1. From July 1 2026 Netherlands will require TCN's who enter the country via a Dutch airport to hold a residence permit for seafarers if they stay for 90 days or longer in a Dutch seaport. They need to (successfully) apply for the residence permit before they travel to the Netherlands, in order to be allowed access.</p> <p>^ Immigration and Naturalisation Services, uitvoeringstoets zeevarenden, <a href="https://ind.nl/nl/documenten/09-2025/rapport-uitvoeringstoets-zeevarenden-september-2025.pdf">https://ind.nl/nl/documenten/09-2025/rapport-uitvoeringstoets-zeevarenden-september-2025.pdf</a>, last accessed on 19 february 2026</p> <p>^ Government Gazette (Staatscourant), 2025, no. 43026</p> <p>^ Immigration and Naturalisation Services, uitvoeringstoets zeevarenden, <a href="https://ind.nl/nl/documenten/09-2025/rapport-uitvoeringstoets-zeevarenden-september-2025.pdf">https://ind.nl/nl/documenten/09-2025/rapport-uitvoeringstoets-zeevarenden-september-2025.pdf</a>, last accessed on 19 february 2026</p> <p>^ Government Gazette (Staatscourant), 2025, no. 43026</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if</p>
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			<p>they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>See Q1. From July 1 2026 Netherlands will require TCN's who enter the country via a Dutch airport to hold a residence permit for seafarers if they stay for 90 days or longer in a Dutch seaport. They need to (successfully) apply for the residence permit before they travel to the Netherlands, in order to be allowed access.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>NO</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Following Article 4.5 of the Decree on the Aliens Employment Act 2022 (Besluit uitvoering Wet arbeid vreemdelingen 2022, BuWav), no work permit or single permit (combined work permit and residence permit) is needed when a TCN: has their main residence outside the Netherlands; has no employment contract with a Dutch-established employer; and performs work exclusively on transport vehicles (excluding sea vessels) registered outside the Netherlands in international traffic. Following Article 4.6 of the Decree on the Aliens Employment 2022 Act TCN's may be exempt from these requirements if they are being posted to the Netherlands as part of cross-border service provision for an employer established in another EU/EEA country or Switzerland, provided that: the worker complies with all residence, work permit, and social security rules in the</p>
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			<p>employer's country; the work performed is similar to the work the worker is authorized to do in that country; the total agreed duration of the service is not exceeded when replacing another worker doing similar work; and the employer carries out genuine and substantial activities as defined in the relevant law on posted workers in the EU. If the posting from another EU/EEA country or Switzerland to the Netherlands exceeds 90 days within a 180-day period, the employer must apply for a Dutch residence permit for cross-border service provision.</p> <p>In all other situations, a work permit or single permit is required from the first day of work.</p>
	<b>EMN NCP Norway</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>YES</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>Norway requires a residence permit for third country national seafarers when they work on ships engaged in domestic trade, including on ships that load goods or embark passengers in a Norwegian port and deliver the goods or disembark the passengers in another Norwegian port, or on ships engaged in other services within Norwegian territorial waters. In principle this apply from the first day of work. Norway does not require residence permits for work on ships in foreign trade that call at Norwegian ports.</p>

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			<p>Norway will require a residence permit if a third country national seafarer will stay on a ship in Norwegian territorial waters for more than 90 days in any 180-day period, even if the activity/work will not require a residence permit by itself.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>There are some exceptions from the requirement of a residence permit for TCN seafarers for work on ships in Norwegian domestic trade work on foreign cruise shipswork on ships registered in an EU/EEA state work on ships in the Norwegian International Ship register for limited domestic trade as defined in Regulations on an extended trading area for cargo ships registered in the Norwegian International Ship Register (NIS), or in section 3, second paragraph, of the Regulations on special trading areas for vessels and mobile installations that are engaged in petroleum activities and registered in the Norwegian International Ship Registerwork on foreign ships that only occasionally take part in activities between Norwegian ports. This does not apply to ships engaged in regular or significant activities between Norwegian portswork as necessary security and maintenance crew on foreign-owned laid-up ships in Norway</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>YES. Norway does not require a residence permit for work on aircraft in international traffic which have stop overs in Norway. In principle the limit for short stays of 90 days in any 180-day period apply also to crew members of aircrafts. However, we have noted that annex VII of</p>
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			<p>the Schengen Borders Code refers to derogations from article 6 for pilots and crew members and we are uncertain of scope of the derogations. In the Commission proposal for the previous Borders Code EUR-Lex - 52004PC0391 - EN - EUR-Lex the derogations were described as follows:</p> <p>Pilots of aircraft Point 1, concerning aircraft pilots and crew members, has not been substantively amended in comparison with point 6.4 of the Manual, which lays down specific arrangements - based on Annex 9 to the Civil Aviation Convention of 7 December 1944, in particular points 3.74 and 3.75 thereof - for the holders of a pilot's licence or a crew member certificate. This part has nevertheless been reworded in order to spell out very clearly the rights of this category of persons, and in particular their right, in the course of their duties and on the basis of their pilot's licence or crew member certificate - and therefore without having to hold a passport and a visa - to enter the territory of the municipality of the airport and to go to any airport situated in the territory of a Member State. This focuses on the passport and visa requirement.</p>
	<p><b>EMN NCP Poland</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Yes. As regards to work permits, there is no dedicated seafarer immigration pathway in Polish national rules. Hence, according to Act of 20 march 2025 on the conditions of permissibility of entrusting work to foreigners on the territory of Republic of Poland – if they are not subject to relevant exemptions – third country nationals can perform work on the territory of Poland (i.e. national waters) in accordance to work permit or other relevant act.</p>


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			<p>In the case in which vessel doesn't reach national waters work permit (or other similar act) is not required. But please, notice, that according to Act of 12 December 2013 on Foreigners, the seafarers, members of the crew of vessels coming into Polish sea ports, do not need visa to come to land and move to port town/city or neighbouring villages, during their vessel's stay in the port.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>Work permit or other relevant act are issued before the first day of work, therefore also before arrival of the foreigner.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>Act of 20 March 2025 on the conditions of permissibility of entrusting work to foreigners on the territory of Republic of Poland does not, as a rule, include such distinction. TCN legally employed by an employer established in another Member State and posted to the territory of Poland is exempted from work permit requirement.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p>
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			<p>YES          Pilots of aircrafts and other crew personnel are also subject to general rules concerning access of third country nationals to Polish labour market, therefore - as a rule- they need work permit or declaration of entrusting work to conduct work on the territory of Poland. Regulation (EU) 2016/399 setting out the Schengen Borders Code with its VII attachment regulate the rules for entry of the aircraft's crew into Polish territory.</p>
	<p><b>EMN NCP Slovakia</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>The Slovak Republic is a landlocked country that does not have seaports and due to its membership in the Schengen area, river ports are considered internal borders. With reference to the above, the question is not relevant for the Slovak Republic. In the event of extraordinary events (accident, non-navigability of a section, etc.) on river waterways, the border control authorities of the Slovak Republic proceed in accordance with the applicable provisions of the Schengen Borders Code.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>The person concerned must meet the conditions of entry and residence in the territory of the Slovak Republic according to the Act on the Residence of Foreigners.</p>

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		<p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>No.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>From the border control point of view, aircraft crew members are subject to border checks in accordance with point 2 of Annex VII to the Schengen Borders Code. If pilots of aircrafts and other crew members remain on the territory of a Member State outside the situations referred to in point 2.1 thereof, they shall fulfil the conditions of entry and residence applicable to third-country nationals.</p>
 <b>EMN NCP Slovenia</b>	<b>Yes</b>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>Yes</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p>

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			<p>A foreigner shall begin exercising their right of residence in the Republic of Slovenia on the basis of a temporary residence permit issued on the date of delivery of the temporary residence permit, which means that they must obtain a single residence and work permit before starting work.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>No. A foreigner needs a single residence and work permit if he/she is employed by or perform work for a Slovenian employer, regardless of where that employer has registered their vessel.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>Yes.</p>
	<p><b>EMN NCP Spain</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>In general terms, every foreigner over 16 years of age who is not a national of an EU Member State or a Schengen State, and that has been previously hired by a company to be enrolled on a vessel flying the Spanish flag, must apply for a residence and work permit and the hiring company must in any case be registered both in the Registry of Ships and Shipping</p>

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			<p>Companies and in the General Registry of the Fishing Fleet. For the vessels operating in the national grounds (Spain's Exclusive Economic Zone), in the Mediterranean Sea, or in international waters under an international fisheries agreement, the procedure follows the general process for standard work visas, regulated in the Organic Law 4/2000, of 11th January, on the rights and freedoms of foreigners in Spain and their social integration. Meanwhile, fishing vessels operating in waters of the European Union (except the Mediterranean Sea) or in international waters without an international fisheries agreement, the procedure follows the process established in the Resolution of 8 April 2019 issued by the Secretariat of State for Migration.</p> <p>It should be noted that Article 74.2 of the Immigration Regulations, approved by Royal Decree 1155/2024, establishes that, in the case of nationals of States that are neither part of the EU nor the European Economic Area who are enrolled on Spanish vessels under international maritime fishing agreements, the duplicate copy of the notification of embarkation or renewal of the employment contract for foreign crew members on Spanish vessels shall be deemed valid as authorization to work.</p> <p>It should also be added that, in accordance with Article 7.2 of the Immigration Regulations, for stays not exceeding 90 calendar days within any 180 day period, crew members of vessels engaged in commercial activity shall not require a visa, provided that they hold a valid seafarer's identity document and only for the duration of the vessel's call, under the conditions established by the Schengen Borders Code.</p> <p>From a broader legal perspective, Article 10.2 of the Civil Code provides that vessels are subject to the law of the State of their flag. Consequently, foreign seafarers working on board vessels flying the Spanish flag—whether in the fishing sector, merchant shipping, or other maritime activities—must obtain residence and work authorization even if they do not disembark, since their employment relationship is fully governed by Spanish law and the vessel is considered a workplace under the Workers' Statute.</p>
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Conversely, when the vessel flies a foreign flag, the employment relationship is governed by the law of the flag State and, provided that the seafarers do not disembark or perform work activities on Spanish territory, they are not considered to be working in Spain. In such cases, they do not require Spanish permits, and the applicable rules are those of the flag State together with the relevant ILO and IMO international conventions regarding seafarers' working conditions and training.

However, even in the case of vessels flying a foreign flag, seafarers do require Spanish authorization when the employer is a Spanish company or when the activity is performed on Spanish territory—including dockside work, onshore operations, or disembarkation to carry out work-related activities. In these situations, Spanish immigration regulations are fully applicable.


2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?

It would be mandatory for enrolment (in the first case mentioned in Q1).

3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.

See Q1.


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			<p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>YES. If their stay is less than 90 days, third country air crew do not need a work permit for stopovers, overnight stays or short rotations, according to Chicago Convention (ICAO), Schengen Borders Code and bilateral air transport agreements. But, when such personnel remain in Spanish territory for more than 90 days or is normally based at a Spanish airport, they are no longer considered to be in a short term stay but residence, and therefore the general immigration regime applies and they must obtain a residence and work authorization prior to beginning any professional activity or an authorization under the Law 14/2013, on support for entrepreneurs and their internationalisation, if they meet the requirements.</p>
	<p><b>EMN NCP Sweden</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>YES. Work permit is required for a TCN when working for a Swedish registered vessel in sheltered waters. For long time work in port which would not be a part of the regular duty e.g. work permit is also required for TCN working on vessel registered in third country.</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p>

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			<p>It is required to hold work permit upon arrival if the work/stay in port is due to long time work.</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>YES.</p> <p>If a TCN is employed by an EU/EES registered vessel the person may be subject to the national legislation and the rules on long term residence may apply. TCNs working for a vessel registered in third countries do not work permit in general but might need visa to entry Sweden and when signing on/off.</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>YES.</p> <p>A visit to Sweden for a total of 90 days or more, requires visitor's residence permit. This applies regardless if the person is currently outside Sweden, is already in Sweden with a Schengen visa or as a visa-free person and want to extend the stay to last 90 days or longer or wants to extend a visitor's residence permit.</p>
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	<p><b>EMN NCP Ukraine</b></p>	<p><b>Yes</b></p>	<p>1. Does your country require that seafarers working on board seagoing vessels must have a residence permit/ work permit of you Member State while they are working and staying in port/near port or in national waters? YES/NO.</p> <p>No</p> <p>2. If you answer yes to Q.1, does your country require that they hold such a permit/authorization of stay upon arrival or at a later stage (for example after 90 days or if they stay in port or in national water for a total of more than 90 days in a year)?</p> <p>-</p> <p>3. If you answer yes to Q.1, does your country distinguish between TCNs working in vessels registered in EU/EEA and TCN working on vessels registered in third countries? YES/NO. Please explain.</p> <p>-</p> <p>4. Do you require that pilots of aircrafts and other crew personnel must have a residence permit/ work permit if they, in relation to their work, stay in the territory of your country for a total of more than 90 days in a year? YES/NO. Please explain your answer.</p> <p>No. National legislation does not provide for the registration and issuance of temporary residence permits to pilots and other crew members.</p>
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			<p>Article 16 of the Law of Ukraine "On the Legal Status of Foreigners and Stateless Persons" stipulates that the registration of foreigners and stateless persons entering Ukraine is carried out at checkpoints across the state border of Ukraine by state border guard authorities.</p> <p>Persons who are members of the crew of civil aircraft of international airlines and international train crews are exempt from such registration if they are staying at airports or railway stations (stations) specified in the timetable.</p> <p>According to paragraph 4 of part six of Article 42 of the Law of Ukraine "On Employment of the Population," employees of foreign maritime (river) fleets and airlines serving such companies on the territory of Ukraine are exempt from the requirement to obtain a permit for the employment of foreigners and stateless persons.</p>
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