

Procedure file

Basic information		
SYN - Cooperation procedure (historic)	1993/0518(SYN)	Procedure completed
Maritime safety: ship inspection and survey organisations Amended by 2000/0066(COD) Amended by 2000/0237(COD) Repealed by 2005/0237A(COD) Repealed by 2005/0237B(COD) Subject 3.20.03.01 Maritime safety		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	RDE KAKLAMANIS Nikitas	26/07/1994
Council of the European Union	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	1803	22/11/1994
	Economic and Financial Affairs ECOFIN	1782	19/09/1994
	Transport, Telecommunications and Energy	1768	13/06/1994

Key events			
19/05/1993	Legislative proposal published	COM(1993)0218	Summary
21/06/1993	Committee referral announced in Parliament		
16/02/1994	Vote in committee		Summary
16/02/1994	Committee report tabled for plenary, 1st reading/single reading	A3-0082/1994	
08/03/1994	Debate in Parliament		Summary
09/03/1994	Decision by Parliament	T3-0140/1994	Summary
06/04/1994	Modified legislative proposal published	COM(1994)0111	Summary
19/09/1994	Council position published	08196/1994	Summary
28/09/1994	Committee referral announced in Parliament, 2nd reading		
25/10/1994	Vote in committee, 2nd reading		Summary
25/10/1994	Committee recommendation tabled for plenary, 2nd reading	A4-0039/1994	

15/11/1994	Debate in Parliament		
16/11/1994	Decision by Parliament, 2nd reading	T4-0107/1994	Summary
22/11/1994	Act adopted by Council after consultation of Parliament		
22/11/1994	End of procedure in Parliament		
12/12/1994	Final act published in Official Journal		

Technical information

Procedure reference	1993/0518(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
	Amended by 2000/0066(COD) Amended by 2000/0237(COD) Repealed by 2005/0237A(COD) Repealed by 2005/0237B(COD)
Legal basis	EC before Amsterdam E 084-p2
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/05957

Documentation gateway

Legislative proposal	COM(1993)0218 OJ C 167 18.06.1993, p. 0013	19/05/1993	EC	Summary
Economic and Social Committee: opinion, report	CES1160/1993 OJ C 034 02.02.1994, p. 0014	24/11/1993	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading	A3-0082/1994 OJ C 077 14.03.1994, p. 0002	16/02/1994	EP	
Text adopted by Parliament, 1st reading/single reading	T3-0140/1994 OJ C 091 28.03.1994, p. 0042-0099	09/03/1994	EP	Summary
Modified legislative proposal	COM(1994)0111 OJ C 124 05.05.1994, p. 0005	06/04/1994	EC	Summary
Council position	08196/1994 OJ C 301 27.10.1994, p. 0075	19/09/1994	CSL	Summary
Commission communication on Council's position	SEC(1994)1497	26/09/1994	EC	
Committee recommendation tabled for plenary, 2nd reading	A4-0039/1994 OJ C 341 05.12.1994, p. 0005	25/10/1994	EP	
Text adopted by Parliament, 2nd reading	T4-0107/1994 OJ C 341 05.12.1994, p. 0063-0069	16/11/1994	EP	Summary

Additional information

European Commission	EUR-Lex
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Final act

Maritime safety: ship inspection and survey organisations

This proposal for a Directive aimed to define the criteria that must be satisfied by the maritime classification societies and other private bodies acting on behalf of the national authorities of the Member States and thus ensure that bodies authorised to carry out inspection and certification, or those bodies upon which the Member States intended to call in order to carry out those tasks, were sufficiently competent and reliable and were capable of undertaking an adequate check to ensure that the vessels classified by them complied with the safety and environmental protection standards. The list of criteria had been drawn up with due regard to the rules laid down by the International Association of Classification Societies (IACS), and criteria set out in standards EN 45005 (bodies authorised to carry out inspections) and EN 29001 of the European Committee for Standardisation (CEN). In particular, they required the bodies in question: - to maintain a documented quality system; - to employ the services of highly qualified technical personnel; - to have the use of local inspection offices ensuring global coverage and a classification register relating to a minimum number of vessels or minimum tonnage; - to display willingness to cooperate with the authorities responsible for port state control. The proposal also recommended a system of agreements between the Member States and the classification societies setting out the rules and the specific functions undertaken by the bodies concerned, which the Member States were to review from time to time. Finally, as far as third countries are concerned, the proposal established the principle whereby a Member State acting as port state should ensure that vessels permitted to fly the flag of a third country did not enjoy more favourable treatment than vessels sailing under the flag of a Member State. ?

Maritime safety: ship inspection and survey organisations

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Maritime safety: ship inspection and survey organisations

The committee on Transport adopted the report of Mr. LALOR (I, RDE) on the Commission's proposal for the Council directive. Mr. LALOR reminded that there are good reasons for his report: each year in the period from 1975 to 1991, an average of 380 ships were involved in accidents somewhere in the world. Since 1986 this number has fluctuated around average of 230 vessels a year with a peak of 258 in 1991 and a correspondingly high number of deaths (1204). In 1991, 74% of the vessels involved in accidents were over 15 years old. However, age need not to be a problem if vessels are built, operated and maintained according to international standards. Because of a lack of technical infrastructure and expertise, many flag states are unable to carry out adequate and regular inspections to ensure that ships sailing under their flags meet the required standards of safety and environmental protection. Mr. LALOR - and the Committee - welcomed the proposal for a directive because it now also includes criteria for the hull, machinery and electrical and control installations, i.e. elements which are vital for a ship's seaworthiness and which are not covered in detail by international conventions. Said the rapporteur: "A directive ensures a more uniform implementation of the rules and is always better than an individual approach by the Member States". Finally, the rapporteur also considered it desirable that the Commission should draw up a list of recognized classification societies so that shipowners now whom they are dealing with. For this and other reasons, the Committee adopted the rapporteur's amendments, which are intended partly to clarify and/or render more stringent the definitions used, and partly to stress the need for strict regulations.

Maritime safety: ship inspection and survey organisations

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Maritime safety: ship inspection and survey organisations

Parliament adopted the report by Mr Lalor on the subject of agencies authorized to carry out inspections and surveys of ships. ?

Maritime safety: ship inspection and survey organisations

In its modified proposal the Commission incorporated all the amendments adopted by Parliament, on the grounds that they made the text more widely acceptable from a political point of view, and introduced measures which allowed those agencies which met the criteria set out in the Annex to carry out statutory inspections on behalf of the national administrations and under the close supervision of the Commission. ?

Maritime safety: ship inspection and survey organisations

The common position, which was adopted unanimously, sets out the measures to be observed by Member States and the agencies responsible for surveying, inspecting and certifying ships with a view to ensuring that they comply with international conventions on safety at sea and the prevention of pollution from ships. According to the common position, the minimum criteria applicable to the agencies in question

are contained in the following general provisions: the approved agency must be able to prove that it has extensive experience in evaluating, designing and building merchant ships and must class at least 1,000 ocean-going ships of at least 100 GRT. It must employ a technical staff in proportion to the number of ships classed and must publish an annual register of the ships under its control. It must not be controlled by shipowners or builders or other persons working in this commercial sector. In addition, the Member States undertake to subject third country ships not classed by shipping registers to port inspections as a matter of priority. The Member States must comply with the directive by 1 January 1996.?

Maritime safety: ship inspection and survey organisations

The draft recommendation for a second reading on the common position. There is a broad consensus amongst Parliament, Council and Commission regarding the purpose of this proposal, which is considered as a fundamental step towards safer and cleaner seas by laying down a set of common qualitative and quantitative criteria to be met by the classification societies and other private bodies, when carrying out statutory surveys on ships on behalf of the national administrations of the Member States. ?

Maritime safety: ship inspection and survey organisations

The European Parliament approved the Council common position without amendment.?

Maritime safety: ship inspection and survey organisations

The Council directive sets out the measures to be observed by Member States and the agencies responsible for surveying, inspecting and certifying ships with a view to ensuring that they comply with international conventions on safety at sea and the prevention of pollution from ships, while at the same time supporting the objective of the free provision of services. This process includes drafting and implementing safety requirements governing the hull, machinery, electrical installations and navigational instruments on board ships governed by international conventions. The directive makes provision for: - Member States to make certain that their competent authorities are able to ensure that the provisions of international conventions are properly applied. - Member States to ensure that the agencies responsible for surveys, inspections and certification are approved. The minimum criteria applicable to the agencies in question are contained in the following general provisions: the approved agency must be able to prove that it has extensive experience in evaluating, designing and building commercial ships and must class at least 1,000 ocean-going ships of at least 100 GRT. It must employ a technical staff in proportion to the number of ships classed and must publish an annual register of the ships under its control. It must not be controlled by shipowners or builders or other persons working in this commercial sector. - An advisory committee to be set up to assist the Commission. This committee will be responsible for monitoring all approved agencies. - Approved agencies to consult periodically in order to ensure that their technical standards remain equivalent and are implemented. In addition, the Member States undertake to subject third country ships not classed by shipping registers to port inspections as a matter of priority. The Member States must comply with the directive by 31 December 1995.?