



European Maritime Safety Agency



An Overview of the 25 European Maritime Administrations

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An overview of the 25 European maritime administrations

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1.0 Background information:

On the 3rd of June 2004, the European Commission (DG TREN) requested of the European Maritime Safety Agency (EMSA) a technical input supporting the forthcoming new legislative proposal on maritime safety.

This report briefly shows how the EU Member States have organised their maritime administrations and how the respective competent bodies have implemented their obligations under the International Conventions and EU legislation, relating to Safety at Sea and Pollution prevention from ships. This document also presents the performance records of the different European fleets in terms of port state control detentions in the three main areas (Paris MoU, Tokyo MoU, US Coast Guard program).

The report aims solely at presenting the facts as they are. It is not intended to make any comparison between EU Member States or establish any ranking based on performance.

EMSA delivered its report to DG TREN on September 2004; subsequently DG TREN forwarded it to each EU Member State requesting them to notify EMSA of any modification to be made in the report. Three maritime administrations contacted EMSA requesting minor changes in the document.

The impact assessment document related to the European Commission proposal for a Directive of the European Parliament and of the Council on compliance with flag State requirements (COM (2005) 586 final) refers to this document.

2.0 Legal basis

This report has been prepared by EMSA at the request of the European Commission on the basis of Regulation (EC) N° 1406/2002, Article 2 (a).

3.0 Action undertaken

- Selective contacts with the maritime administrations of the 25 EU Member States.
- Research into national administration websites, IMO, IACS and IACS member's websites.
- Access to previous consultations (Self Assessment Forms sent to IMO).
- Analysis of the three main Port State Control regions annual reports.

4.0 Information sources

The aim of this report is to present general up-dated information of the 25 EU maritime administrations.

The data and information presented in this document has been obtained from the following sources:

- Selective contacts with maritime administrations of the EU Member States;

- Self Assessment Forms from maritime administrations sent to IMO and EC;
- National Administrations web sites;
- IMO, IACS and IACS members websites;
- Port State Control MOUs annual reports;
- DG TREN Vademecum (n.6 of July 2004).

Although the basic information is the same for all countries, the level of detail varies depending on the number and nature of available sources. For the same reason, the data supplied must be considered with due caution, as some information does not always emanate from the official relevant administration.

Information is presented for each EU Member State separately, whilst summary tables are included as Annexes.

The degree of co-operation shown by the national administrations in providing the requested data has been very much appreciated by EMSA.

5.0 Findings

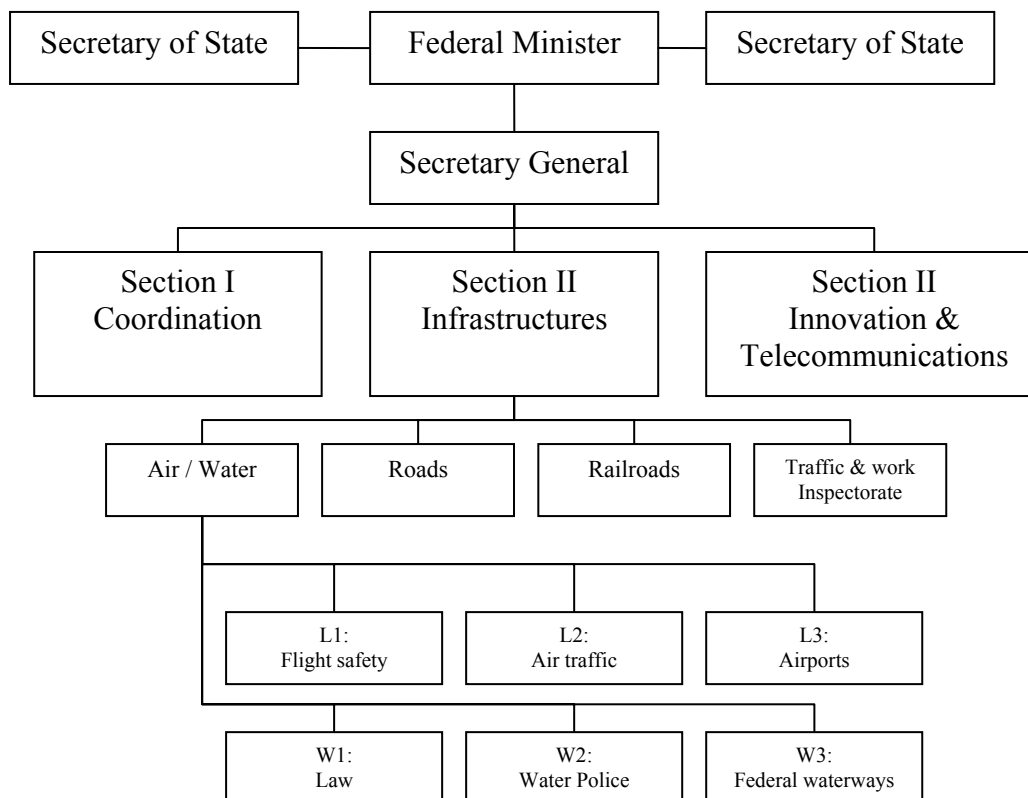
In this section the organisation of the maritime administration, a brief picture of the national fleet and the PSC performance of each EU Member State are illustrated in alphabetical order:

AUSTRIA



THE MARITIME ADMINISTRATION OF AUSTRIA

The Federal Ministry for Transport, Innovation and Technology is responsible for maritime issues in the Federal Republic of Austria. The following picture shows, in a simplified way, its structure:



Presently there is only one deep sea-shipping company in Austria; the Österreichische Lloyd Group with seat in Vienna. It operates trading vessels under Austrian flag, predominantly to the transport of dry bulk goods.

The larger part of the fleet (ships with a load-carrying capacity between 4.000 and 6.000 tons) operates in the sea-areas around Europe, some also world-wide. Granting the permission for trading under the Austrian flag is responsibility of the Federal Minister for Transport, Innovation and technology as the highest navigation authority on the basis of certification according to the requirements laid down in the relevant international regulations.

On the 1st of January 2004 the figures for the Austrian merchant fleet were as follows:

Type of Ships	Number of Ships	GT	Average age
Merchant Vessels >500 GT	6	-	-

Source: DG-TREN Maritime Sector Vademecum N° 5

On the 1st of January 2003 the figures for the Austrian merchant fleet were as follows:

Type of Ships	Number of Ships	GT	Average age
Merchant Vessels >500 GT	7	-	-

Source: DG-TREN Maritime Sector Vademecum N° 4

The Austrian Administration has authorized the following Classification Societies to carry out statutory work on its behalf; the level of delegation varies upon the RO considered and the type of certificate:

Conventions	ABS	BV	DNV	GL	LR
SOLAS 74	-	X	X	X	X
MARPOL 73/78	-	-	X	X	X
TONNAGE 69	-	X	-	X	X
LL 66	X	X	X	X	X

Source: IACS (2003)

ABS- Full authorization.

BV- Full authorization. Passenger ships ISM certification not included.

DNV- Full authorization. Passenger ships ISM certification not included.

GL- Full authorization.

LR- Full authorization for LL66. Partial authorization for Tonnage Cert., Marpol Cert. and Solas Cert.(Passenger ships ISM certification not included)

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	58	2	3.45	-
1997	50	1	2.00	-
1998	41	1	2.44	-
1999	43	0	0.00	-0.70
2000	53	1	1.90	-0.73
2001	38	2	5.26	-0.35
2002	12	0	0.00	0.06
2003	7	0	0.00	0.23

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	1	0	0	-
1997	0	0	0	-
1998	0	0	0	0.00
1999	0	0	0	0.00
2000	2	0	0	0.00
2001	3	0	0	0.00
2002	3	0	0	0.00
2003	4	0	0	0.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	1	0	0	-
1997	1	0	0	-
1998	0	0	0	0.00
1999	0	0	0	0.00
2000	1	0	0	0.00
2001	3	1	33.33	25.00
2002	1	0	0	20.00
2003	0	0	0	25.00

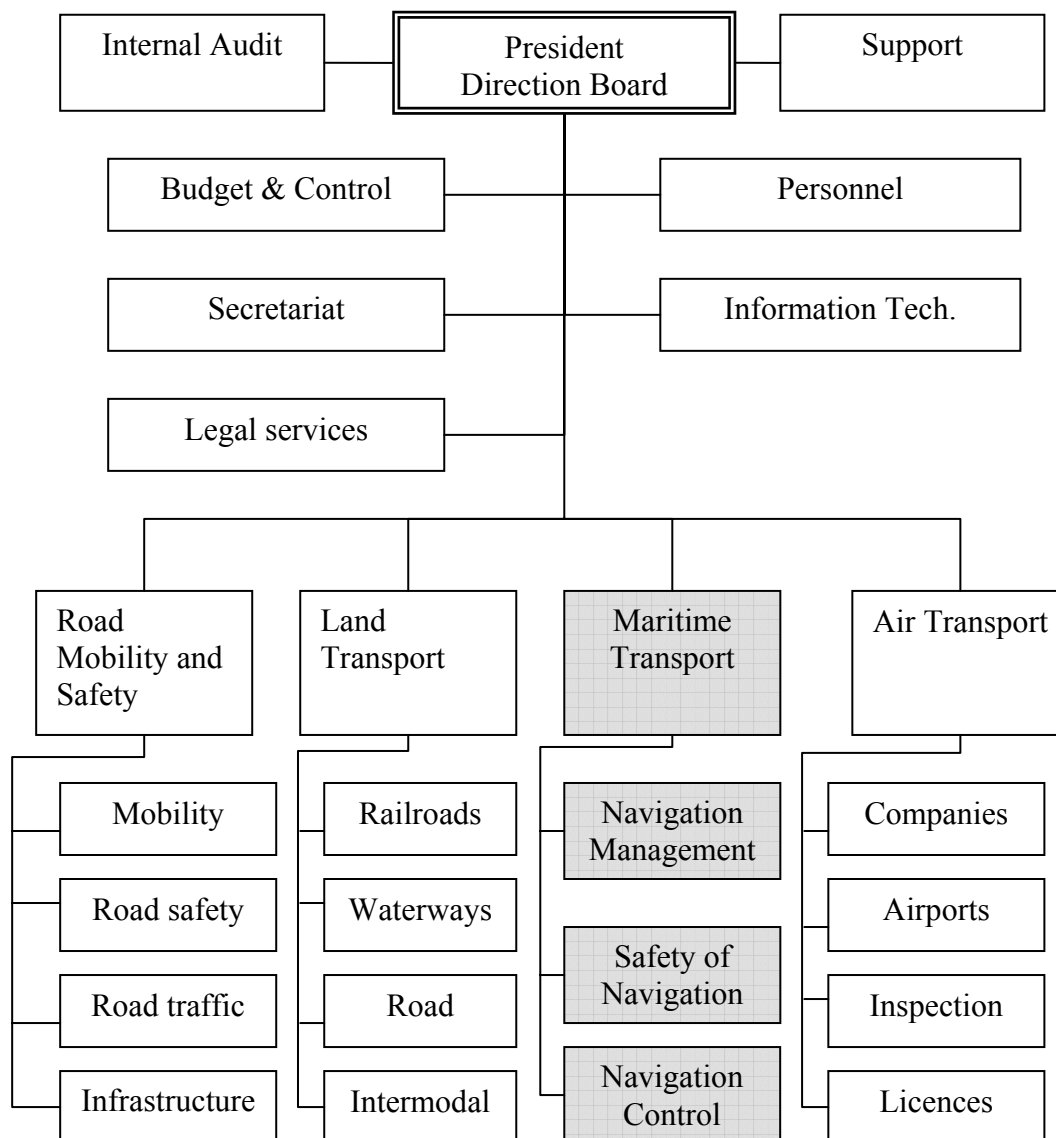
BELGIUM



THE MARITIME ADMINISTRATION OF BELGIUM

The Service Public Federal Mobilité et Transports (SPFMT), under the authority of the *Ministre de la Mobilité* is the competent body of the Belgian administration for maritime transport issues.

The following picture shows its organisational structure:



Within the SPFMT, the Maritime Transport Department is responsible for navigation management, safety and control matters.

On the 1st of January 2004 the figures for the Belgian merchant fleet were as follows:

Type of Ships	Number of Ships	GT	Average age
Merchant Vessels >500 GT	83	-	-

Source: DG-TREN Maritime Sector Vademecum N° 5

On the 1st of January 2003 the figures for the Belgian merchant fleet were as follows:

Type of Ships	Number of Ships	GT	Average age
Merchant Vessels >500 GT	55	-	-

Source: DG-TREN Maritime Sector Vademecum N° 4

The Belgian maritime Administration has recognized the following Classifications Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	CCS	DNV	GL	KR	LR	NK	RINA	RS
SOLAS 74	X	X	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X	X	X

Regarding SOLAS, the delegation is limited to the survey of class related items and the Cargo Ship Safety Construction Certificate. Regarding LL Convention, the ROs are authorized to carry out initial and periodical surveys as well as certification. For all relevant instruments, the Administration carries out all survey and certification functions except those functions related to class items.

The monitoring of the work of the RO is carried out by means of periodical joint surveys, ad hoc communication and reporting and ship's inspection by Administration.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	8	0	0.00	-
1997	6	0	0.00	-
1998	2	0	0.00	-
1999	3	0	0.00	-
2000	4	0	0.00	-
2001	5	0	0.00	-
2002	10	1	10.00	-
2003	10	1	10.00	-

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	1	0	0.00	-
1997	1	0	0.00	-
1998	2	0	0.00	0.00
1999	2	0	0.00	0.00
2000	1	0	0.00	0.00
2001	1	0	0.00	0.00
2002	1	0	0.00	0.00
2003	6	0	0.00	0.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	1	0	0.00	-
1997	1	0	0.00	-
1998	2	0	0.00	0.00
1999	2	0	0.00	0.00
2000	1	0	0.00	0.00
2001	1	0	0.00	0.00
2002	1	0	0.00	0.00
2003	6	0	0.00	0.00

CYPRUS

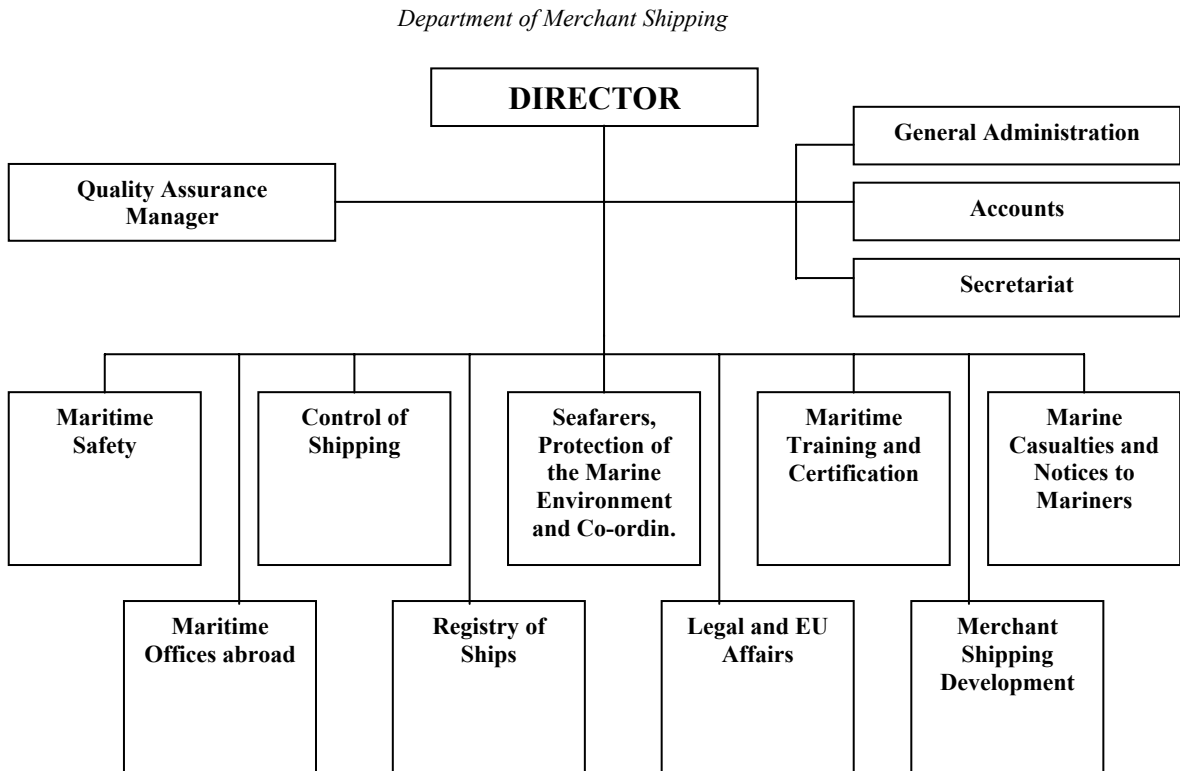


THE MARITIME ADMINISTRATION OF CYPRUS

The Ministry of Communications and Works (**Department of Merchant Shipping**) and the **Cyprus Ports Authority** (as regards the operation of ports) are the competent authorities in the Republic of Cyprus for the implementation of the maritime safety acquis.

Taking into account that **most of the functions of the flag State administration are carried out by the Department of Merchant Shipping (DMS)** this document is only focussing on this department. The Department of Merchant Shipping (DMS) is located in Lemesos (Limassol). The DMS is composed of 8 small divisions, 5 maritime offices abroad and administrative/financial cells.

The DMS is responsible for the registration of ships, the training and certification of seafarers, flag and port State control, the fostering of Cyprus's relations in international shipping fora, as well as the administration and implementation of international maritime conventions and agreements. This is illustrated by the following organisational chart:



The “Seafarers, Protection of the Marine Environment and Coordination” Division is responsible for all ILO and employment matters, for the relations and monitoring of the classification societies, for port State control policy matters and all issues related to the protection of the environment.

The “Maritime Safety“ Division is responsible for the interpretation of SOLAS/LL/COLREG and Tonnage Conventions and for their implementation, for radio communications, navigational equipment, maritime security and safe manning,

The “Maritime Training and Certification” Division is responsible for the STCW implementation, seafarers registration and identification.

The “Control of ships” Division is responsible for the flag state implementation programme (including monitoring of reports on Cyprus ships received from foreign administrations), the ISM Code and it coordinates the inspectors operating abroad.

The “Investigation of marine casualties and notices to mariners” Division is responsible for the investigation of casualties and publication of notices to mariners and hydrographic matters.

The “Register of ships” Division is competent for all registration related issues; it deals with small vessel and merchant ships.

The “Legal and EU Affairs” Division is responsible for all legal matters, including legal transposition of EU legislation and relations with the EU.

The “Merchant Shipping Development” Division is responsible for external information on the Cyprus register, international relations and promotion, maritime and research and taxation issues.

The Department of Merchant Shipping (DMS) carries out, in general, the following main tasks:

- Registration of ships and small vessels and transactions subsequent to the registration,
- Survey of ships, issue of certificates of registration, granting of licenses for carrying passengers, determining the number of passengers and carrying out tonnage measurement of ships,
- Monitoring of the recognized Classification Societies,
- Flag and Port State control in order to ensure compliance with the provisions of the national maritime legislation in force and the international conventions on safety at sea, the prevention of pollution and labour standards,
- Investigation of serious marine accidents, violations of safety regulations and marine pollution incidents concerning Cyprus vessels,
- Examination of the problems facing by Cyprus vessels at foreign ports and finding ways for their solution,
- Assessment of detention reports of Cyprus vessels, issued by foreign port State control authorities, for the purpose of deciding the necessary follow-up action and the imposition of sanctions,
- Attendance and active participation in the work of international organizations,
- Preparation of draft laws and regulations for harmonization with the international maritime transport conventions (mainly IMO and ILO) and the EU maritime transport legislation, particularly on issues of marine safety and pollution prevention and introduction of the necessary structures for their implementation and enforcement,
- Determination of the composition of the crew of all Cypriot ships and checking seafarers’ qualifications,
- Issue of seamen’s books, investigation of seafarers complaints, resolving of labour disputes and exercise of disciplinary control on seafarers,

- Supervision of merchant marine training establishments, participation in setting examinations for granting marine competency certificates and issue of certificates and diplomas to seafarers,
- Control and issue of safety certificates to small vessels to which the international conventions do not apply, as well as to high speed small vessels.

Maritime offices have been set up in Piraeus, London, New York, Rotterdam and Hamburg. They are involved in registration, survey and representation tasks.

Flag State and port State control tasks are performed by 13 persons. In addition the department has a network of overseas flag state control inspectors who are independent from classification societies. The DMS has a potential **43 non exclusive inspectors**, operating in 17 countries and, acting on a case by case basis upon request of the department.

A small world wide network of inspectors provides a wide range of technical services on the specific instructions of the Department.

On 1st January 2004, the total number of vessels of 100 GT and above registered under the Cypriot flag is shown in the following table:

Vessel Type	Number	Gross Tonnage	Average Age
General Cargo	421	2.722.578	17.11
Passenger Ship	37	214.053	29.26
Oil Tanker	153	4.118.489	16.87
Ro Ro Cargo	28	364.611	18.93
Container Ship	179	3.289.278	11.94
Bulk Carrier	426	12.179.810	16.04
Chemical Tanker	13	231.656	9.67
Refrigerated Cargo	52	360.856	18.25
Liquefied Gas Carrier	3	14.231	14
Ore/Bulk/Oil Carrier	3	76.569	19
Supply Launch	7	2.116	17
Research /Survey ship	3	6.821	18
Vehicle Carrier	6	96.588	14
Ro Ro Passenger Ferry	20	231.950	28.22
Barge Carrier	1	1.543	26
Dreger/Sand Carrier	5	25.921	13.2
TOTAL	1.357	23.937.070	16.55

The Cypriot Fleet figures for the last three years are as follows:

Year	Number of Ships	GT	Average age
01.01.2002	1407	22.761.778	16.74
01.01.2003	1443	22.996.024	16.35
01.01.2004	1357	23.937.070	16.55

The DMS has entirely delegated survey and certification functions to IMO recognized organizations for all flag State related tasks under the SOLAS, MARPOL Conventions. However the Administration performs itself the statutory certification with regard to the ITC 69 measurements and approvals of various manuals requested under the international conventions, such as Cargo Securing Manual, SOPEP, as well as the STCW Certification. At this stage the Administration is still relying on the following organizations for statutory certification on its behalf:

American Bureau of Shipping	ABS
Bureau Veritas	BV
China Classification Society	CS
Det Norske Veritas	DNV
Germanischer Lloyd	GL
Hellenic Register of Shipping	HRS
Korean Register of Shipping	KRS
Lloyds Register of Shipping	LRS
Nippon Kaiji Kyokai	NKK
Registro Italiano Navale	RINA
Russian Maritime Register of Shipping	RMRS
Cyprus Bureau of Shipping	CBS (only recognised for non-convention ships)

Conventions	ABS	BV	DNV	GL	KR	LR	RINA	RS	CCS	NK
SOLAS 74	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex IV										
MARPOL 73/78 Annex VI										
COLREG 72										
TONNAGE 69	X	X	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X	X	X

Only few classification societies provide the DMS full access through Internet to their data bases. **The performance of the classification societies is only monitored randomly**, in particular at the occasion of detentions or incidents reported to the DMS. The DMS does not receive periodic reports from the classification societies acting on its behalf.

Annex VI of Marpol 73/78 has recently being ratified by the Republic of Cyprus and authorisation to the ROs is in processes. The Republic of Cyprus has also applied for recognition and authorisation of the Hellenic Register of Shipping.

Flag State inspections are in addition to the statutory surveys carried out by the recognised organisations, performed on specific instructions of the DMS. To this end the DMS has in principle 27 qualified marine surveyors in its staff (included six in 5 overseas offices) at its disposal. The DMS is assisted by a global network of 43 inspectors located in more than 17 countries worldwide.

Every month the competent surveyor reviews the safety record of the Cypriot ships; this is done in order to verify which ships have been detained more than once within the last 2 years. This information is passed together with the relevant PSC inspection reports to an evaluation committee (composed of 3 senior surveyors). This committee on the basis of the history of the ships and the nature of the deficiencies found classifies the ships in two main categories: ships targeted for inspection and ships to be closely followed up.

Furthermore, all inspectors receive the list of ships detained under PSC exercises in order to be inspected in a priority basis, when one of those vessels calls a port under the inspector's responsibility.

Flag State inspections are also linked with the specific Cypriot registration system.

- Ships of 15 years and over, but under 20 years, must pass an inspection by an authorised flag state inspector before or within a month of provisional registration; and
- Ships of 20 years and over but less than 25 years, must pass an inspection by an authorised flag state inspector prior to being provisionally registered.
- As a rule trading ships of 25 years and over are not registered.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	1429	176	12.32	-
1997	1400	163	11.64	-
1998	1584	172	10.86	-
1999	1455	145	9.97	2.02
2000	1401	136	9.70	1.82
2001	1311	116	8.85	1.60
2002	1279	95	7.43	1.33
2003	1202	89	7.40	1.07

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	501	44	8.78	-
1997	519	45	8.67	-
1998	525	30	5.71	7.70
1999	617	33	5.35	6.50
2000	621	31	4.99	5.33
2001	693	45	6.49	5.64
2002	772	49	6.35	5.99
2003	738	52	7.05	6.63

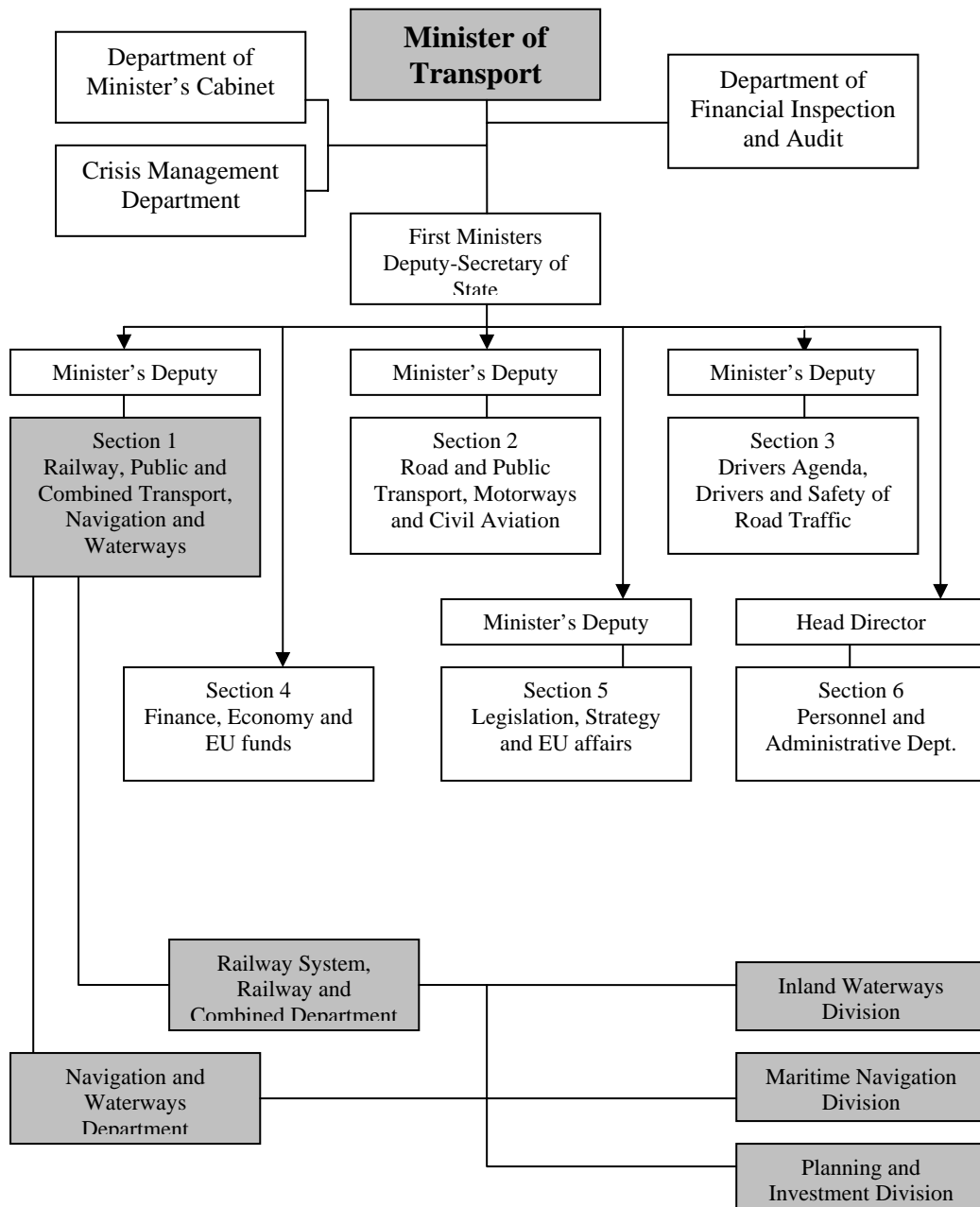
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	622	64	10.29	-
1997	589	64	10.87	-
1998	575	50	8.70	9.97
1999	509	23	4.52	8.19
2000	502	13	2.59	5.42
2001	516	13	2.52	3.21
2002	429	17	3.96	2.97
2003	431	10	2.32	2.91

CZECH REPUBLIC



THE MARITIME ADMINISTRATION OF CZECH REPUBLIC

The Ministry of Transport is the public administration authority with responsibility for the transport sector in the Czech Republic. Its organization can be represented as follows:



Main legislation framework of activities of the Maritime Division (D 232) is defined by the provisions of the Act No. 61/2000 Coll., on Maritime Navigation and by its implementing instruments. In the field of international law its activities include performance and implementation of the provisions of international conventions on maritime navigation, adopted by the International Maritime Organization and International Labour Organization.

However the activities of the D 232 include neither maritime transport, especially, its commercial point of view, maritime fishery and shipbuilding industry nor the legislation of these areas.

Presently the staff of the Maritime Division which performs, at the same time, the function of the Maritime Office of the Czech Republic counts **five persons**.

Its main tasks are:

1. Issuing Seaman's Books, Certificates of Competence and other documents required by the STCW Convention 1978, as amended, for seafarers.
2. Keeping the electronic and paper database „Seafarers File“.
3. Organization of training and examination of seafarers in accordance with the provisions of the STCW Convention 1978, as amended
4. Responding in writing by telefax or by e-mail within five working days of a certificate verification request by an State Administration which is a Party to the STCW Convention 1978,
5. Issuing Certificates of Competence for yacht masters for area A, B, C and for recreation yachts. Keeping of the electronic and paper database „Yacht masters File“.
6. Arrangement of examinations for yacht masters.
7. Appointment of examiners and yacht instructors for yacht masters.
8. Appointment of physicians for ascertains the medical fitness of seafarers and yacht masters.
9. Administrations of the Maritime register of the Czech Republic.
10. Keeping a file of the prescribed and paid fees for issued certificates of competence, records in Maritime Register and annual fees for the right to fly the Czech national flag.
11. Preparation of the revision of Act No. 61/2000 Coll., on Maritime Navigation and its implementation instruments.
12. Process of remarks and comments to the proposals of acts and their implementation instruments concerning maritime shipping, employees in the shipping industry, safety and security of maritime navigation etc.
13. Accession to the international conventions issued by IMO OSN, ILO and other international bodies in the maritime shipping
14. Transposition of the EU maritime directives into the law of the CR.

15. International Maritime Organization IMO (IMO) – competence of MT.
16. International Labour Organization (ILO) – competence of MLSA (competence MT for maritime navigation)
17. International Association of Classification Societies (IACS)
18. Planning Board for Ocean Shipping NATO (PBOS)
19. Cooperation with EU working groups for maritime shipping
20. Coordination meetings of EU MS prior the meeting of IMO
21. European Maritime Safety Agency – EMSA
22. Committee on Safe Seas – COSS
23. Safe Sea Net
24. Preparation of instructions for meetings or sessions of working groups and Coreper. Preparation of mandates for Council,
25. Expert control of translated EU legal documents of maritime shipping

There are no merchant ships registered in the Czech Maritime Register since 1996.

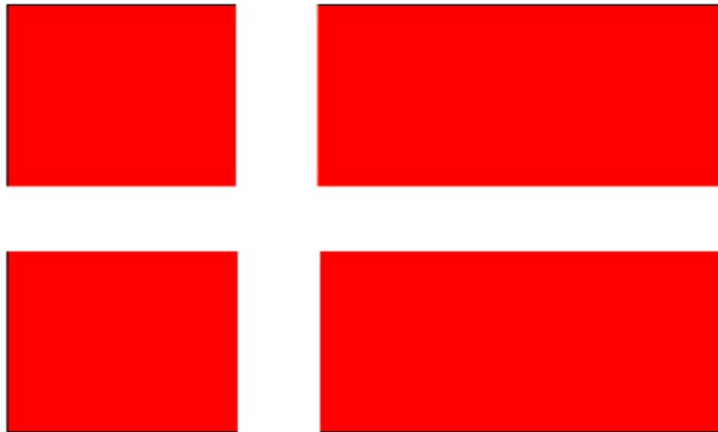
The Czech administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	BV	DNV	GL	LR	RS	PRS	CSR
SOLAS 74	X	X	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X	X	X
MARPOL 73/78 Annex IV							
MARPOL 73/78 Annex VI							
TONNAGE 69	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X

The task of monitoring the work of R.O. is given to one person within the Maritime Navigation Division.

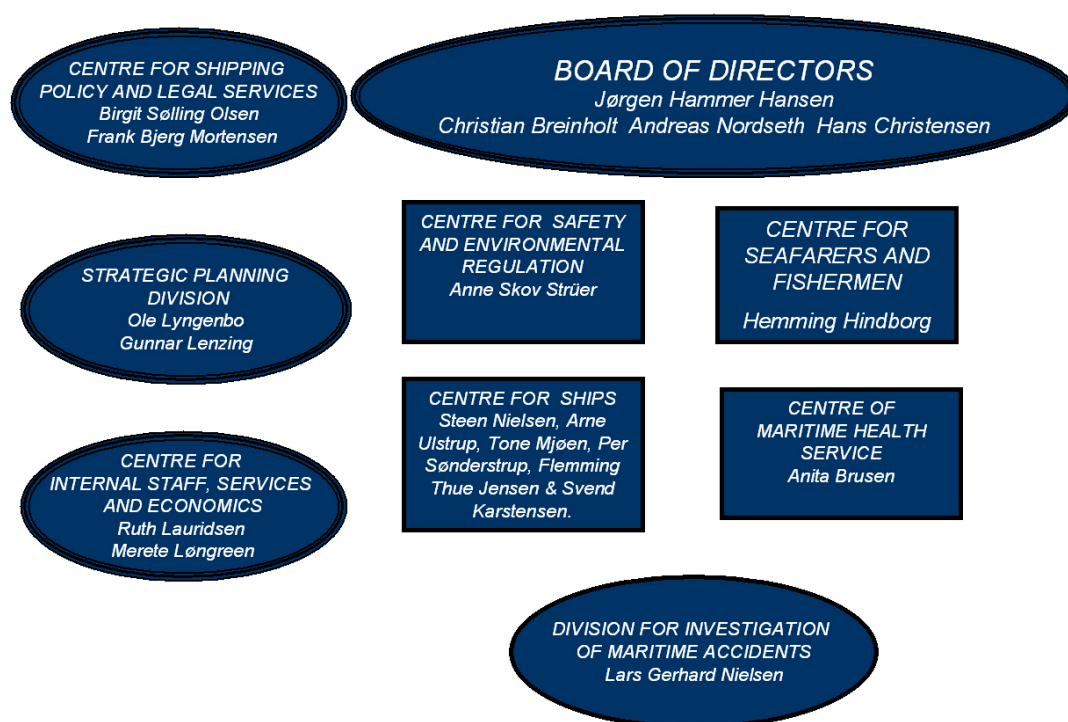
No performances in the three main PSC regions were recorded in the last 5 years.

DENMARK



THE MARITIME ADMINISTRATION OF DENMARK

The Danish Maritime Authority is an Agency of the Ministry of Economic and Business Affairs; the following picture describes its internal organization:



The main tasks and responsibilities of the Danish Maritime Authority are described below:

Board of Directors

The Board of Directors has the overall responsibility for all activities of the Danish Maritime Authority.

Centre for Shipping Policy and Legal Services

The Centre defines, administers and implements international shipping policy and maritime law, handles criminal proceedings, and coordinates the legislative process of the Danish Maritime Authority.

Centre for Maritime Survey and Inspections

The centre is responsible for the administration and survey of existing Danish ships, including new buildings, major conversions and the transfer to Danish register of all types of ships.

The centre is also responsible for the administration and the carrying out of port state controls, approval of marine equipment, regulations related to diving, occupational health, class assessment and relations with classification societies.

Furthermore, the centre carries out the certification of Danish ships and shipping companies in accordance with the International Safety Management Code and the International Ship & Port Facility Code.

The Centre carries out operational surveys of Danish and foreign ships, and ensures that both the registration of ships flying the Danish flag and any subsequent registration of rights in these ships take place in a satisfactory manner. The surveyors in the Centre are composed of 26 regional field surveyors and 21 surveyors in the central part. The surveyors of the central part do part time fieldwork, which is estimated to be equivalent to 6 full time field surveyors.

Centre for Regulation

The Centre negotiates, draws up and updates rules and regulations issued in pursuance of the Act on Safety at Sea. It publishes Notices from the Danish Maritime Authority, interprets technical regulations and issues exemptions fundamental in character. The Centre represents the Danish Maritime Authority in national and international fora, such as the EU, HELCOM and especially the International Maritime Organization - the IMO - where technical regulations and standards are drawn up. Typical stakeholders are employee and employer organisations from the shipping and fishing industries as well as other authorities in Denmark and abroad. The centre administers the legislation drawn up. The regulations on safety of navigation are, however, administered by the Centre for Maritime Safety and Environmental Regulation.

Division for Investigation of Maritime Accidents

Investigation of accidents at sea, damages, accidents at work and pollution incidents as well as diving accidents.

The Division for Investigation of Maritime Accidents was founded in January 1990 and is an independent part of the Danish Maritime Authority. The Division is responsible for investigating maritime accidents to determine the cause(s) of those accidents. This allows for the Danish Maritime Authority and others to take measures to prevent similar future accidents.

Centre for Seafarers and Fishermen

The centre shall ensure that the level of work-safety, health and well-being matches the corresponding level ashore as much as possible.

The centre also ensures an adequate number of trained Danish seafarers, and ensures that training contains all necessary elements of safety, whilst also being an active element in the competitiveness of Danish shipping.

Strategic Planning Division

The strategy of the Danish Maritime Authority, the Finance Act, general controlling, and development projects.

The Division administers tasks concerning external and internal information as well as design of websites and publications.

Centre for Internal Staff, Services and Economics

The Centre administers all issues related to personnel and internal services.

As part of this the Centre administers the switchboard and services, e.g. issuance of shipping books.

In addition to this the Centre approaches the drawing up of the contributions for appropriation and the contact to the Audit Department.

On the 1st of January 2004 the Danish fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Fishing Vessels	266	122,047	25,91
Merchant vessels	574	8,901,081	21,50
Total	840	9,023,128	-

The Danish registers are – as a general rule – for Danish owned ships. Eligible for registration are ships owned by Danish citizens, Danish partnerships or Danish limited liability companies. Furthermore – and according to community regulations on the right of free establishment – ships owned by EU or EEA citizens/partnerships/limited liability companies with a genuine link to Denmark are eligible for registration. Also, foreign companies with a major Danish influence can register a ship in the Danish International Register of Shipping (DIS). Finally, the Bareboat Charter Register is in operation allowing ships to be demise charter registered into or out of Denmark.

Registration in Denmark is not voluntary, but an obligation if the requirements for ownership are fulfilled. All four registers are situated in Copenhagen and managed by the same department of the Danish Maritime Authority. For practical purposes, the four registers are run in the same manner.

It has to be emphasised, that the fact that a ship has been registered under Danish flag, does necessarily mean that the ship may sail (operate) under Danish flag.

- Ships containing asbestos may under no circumstances be accepted under Danish flag.
- All ships flagging in to Danish flag is subject to a survey by the Danish Maritime Authority (DMA) before a full term “Permit to Trade” may be issued, allowing operation under Danish flag. The survey focuses on the issues not surveyed by other organisations (RO/RSO).
- Non-passenger SOLAS vessels may be issued a short term Permit to Trade with a maximum validity of 6 months, pending survey by the DMA and provided the ship carries a complete set of valid international certificates issued by the ships RO.
- Before the survey is carried out, the ship shall fulfil all regulations in force for the ship at the date of keel laying, with the addition of regulations in force for existing ships. Additionally the ship must fulfil any additional Danish national regulations with special emphasis on occupational health that applies to Danish vessels of similar age.

The number of surveyors of the DMA is composed as follows:

- There are around 50 field surveyors at the DMA.

Danish flag state surveyors work part time as Port State Control Officers and could in principle carry out PSC inspections in any Danish port. In 2003 the PSC workload was equivalent to 5 full time inspectors.

The DMA has recognised the following Classification Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR	NKK	RINA
SOLAS 74	X	X	X	X	X	X	X
MARPOL 73/78	X	X	X	X	X	X	X
TONNAGE 69	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X

For passenger ships all survey and certification functions under SOLAS and MARPOL are carried out by the Administration. These functions have not been delegated to recognized organizations.

The DMA may at any time carry out any Statutory Survey and/or certification. The following items are surveyed and approved by the DMA on “SOLAS” cargo ships: Crew accommodation, Occupational Health and Safety, Approval of Noise-reports.

The following documents are issued by the DMA to cargo ships covered by the class agreement: Danish Certificate of Nationality, Minimum Safe Manning Document, Trading Permit, and CLC.

The Danish Class agreement is available at DMA’s web page: www.dma.dk

The task of monitoring the work of ROs is organised by the “Class Society Secretariat” which is a virtual department within the CSA. The monitoring itself is carried out by two specialist surveyors(audits) and on board ships by any field surveyor. The DMA each year uses about 2 man-years equivalent on monitoring the ROs

The whole process of monitoring the ROs is under review, but presently the DMA audits the authorised ROs every second year. In addition to this, the field surveyors will –every time they board a vessel under Danish flag- carry out some form of monitoring according to a plan laid down by the management of the DMA.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess factor
1996	443	12	2.71	-
1997	388	12	3.10	-
1998	357	21	5.88	-
1999	459	9	2.0	-0.89
2000	464	16	3.4	-0.80
2001	404	13	3.22	-1.08
2002	441	20	4.54	-0.75
2003	460	16	3.48	-0.75

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	102	0	0	-
1997	105	2	1.90	-
1998	96	3	3.12	1.65
1999	117	4	3.42	2.83
2000	112	3	2.68	3.08
2001	118	6	5.08	3.75
2002	90	0	0.00	2.81
2003	98	0	0.00	1.96

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	144	2	1.39	-
1997	136	3	2.21	-
1998	154	1	0.65	1.38
1999	153	0	0.00	0.90
2000	148	1	0.68	0.44
2001	142	1	0.70	0.45
2002	115	1	0.87	0.74
2003	113	0	0.00	0.54

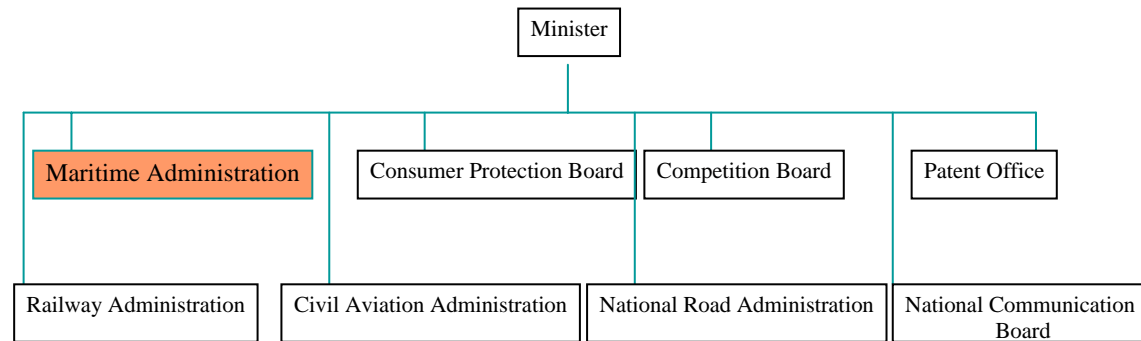
ESTONIA



THE MARITIME ADMINISTRATION OF ESTONIA

The **Estonian Maritime Administration (EMA)** is a governmental unit under the Ministry of Transport and Communications.

Its main aim is to ensure safe navigation in Estonian territorial and inland waters. It also controls marine traffic safety, offers lighthouse and hydrographical services and issues diplomas and service records; the following picture describes its position within the Ministry's organization:



The Maritime Safety Division (MSD) is a structural unit of the Estonian Maritime Administration. The objective of activities of the MSD is to organise supervision to ensure maritime safety on board ships and recreational craft flying the national flag of the Republic of Estonia, in Estonian territorial waters and inland maritime waters, ports, navigable inland waters and over the maritime training of crew members in Estonian educational institutions. In order to achieve its objectives, the MSD exercises state supervision and if necessary, applies enforcement powers of the state on the bases and to the extent prescribed by law. The expenses of the MSD are covered from the state budget. The MSD is located in Tallinn.

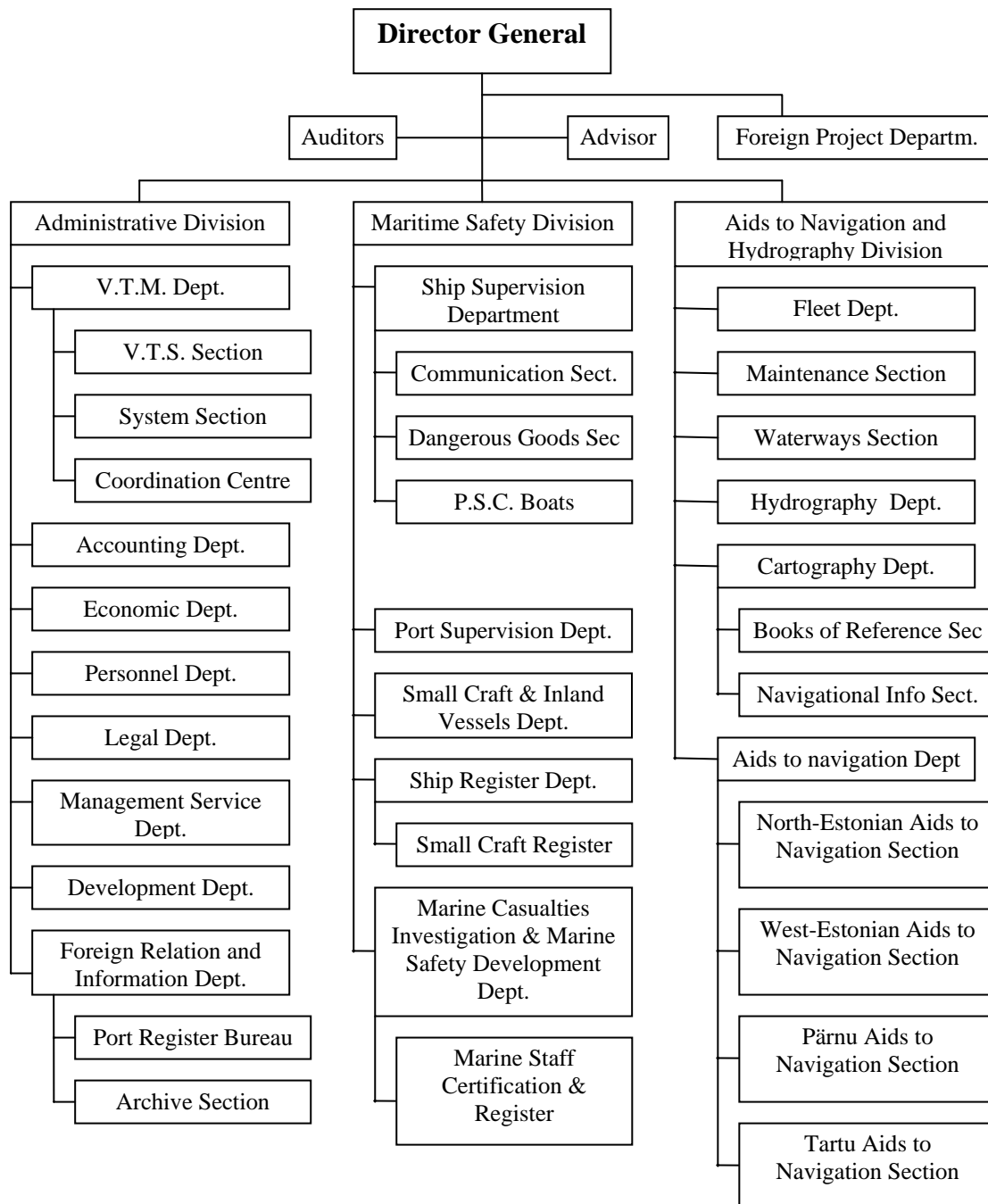
The main tasks of MSD are:

- Supervision over compliance with legislation with regard to shipping in Estonia, including international conventions Estonia has acceded to, codes, resolutions and circulars, on board ships and recreational craft, in enterprises, agencies and ports.
- Supervision in Estonian territorial and inland maritime waters and navigable inland waters, in ports, on board ships and recreational craft in order to ensure maritime safety.
- Technical supervision over ships registered in the Ship Register and recreational craft registered in the Ship Register or the Register of Recreational Craft, and issue of relevant certificates.
- Co-operation with classification societies and supervision over their activities.
- Organising the approval of manufacturing operations, partial manufacturing operations, the manufacture of products or the provision of services in the areas of activity that pursuant to the Maritime Safety Act are required to obtain such approval.
- Maritime safety audit of ship-owners and ships, issue of relevant documents.
- Technical surveys of ships to be registered and converted under the national flag of Estonia.
- Security audits of ships and port facilities, issue of relevant documents.

- Approval of technical documentation of ships built and converted on the order of an Estonian ship-owner.
- State supervision over design, building and equipping of ships.
- Establish navigation areas for ships, minimum crew and minimum freeboard of ships.
- Approval of stability information of ships flying the national flag of the Republic of Estonia with a gross tonnage of 20 or more.
- Organisation of the approval of cargo securing manual prepared by a ship-owner.
- Inspection of foreign ships and recreational craft calling at Estonian ports.
- Investigation, or participation in the investigation, of marine casualties, analysing and keeping account thereof.
- Supervision over educational institutions engaged in formal training of and providing updating courses for seafarers, also over the training of skippers of recreational craft, and organisation of approval of relevant curricula.
- Maintaining the Register of Seafarers and the issue of certificates of competency and proficiency, endorsements, dispensations, certificates of competency as skippers on inland vessels and endorsements, certificates of competency as skippers of recreational craft, certificates of proficiency as pilots, permits of free pilotage and certificates of competency as vessel traffic services operator (VTS operators).
- Maintaining the Register of Bareboat Chartered Ships, Register of Recreational Craft, Register of Jets and the Database of Ships Performing State Administrative Duties, the digital database of Estonian Ship Registers and statistical account of ships' movements in Estonian ship registers.
- Approval of the name of a ship given by the ship-owner and maintenance of the list of ships flying national flag of the Republic of Estonia, assigning external identification numbers to fishing vessels and maintenance of the list of external identification numbers of fishing vessels.
- Approval of ship books and issue of papers of nationality to ships registered in a register.
- Supervision over the compliance with the guidelines of reception, production, storage and dispatch of dangerous goods and carriage of dangerous goods.
- Supervision over international obligations assumed by the Republic of Estonia with regard MARPOL 73/78 and HELCOM 92.
- Supervision over ports with regard to maritime safety and over the issue of port certificates, approval of projects of port construction or reconstruction within the competency of the Administration and approval of port rules.
- Organisation of the attestation of harbour masters and supervision over their activities with regard to maritime safety.
- Organisation of professional examinations for pilots and free pilotage examinations, and supervision over their activities with regard to maritime safety.
- Organisation of professional examination of VTS operators and supervision over their activities with regard to maritime safety.
- Participation in drafting and implementation of maritime safety legislation, also analysing legislation concerning maritime safety and making proposals to amend these.
- Performing functions concerning the property lost at sea.
- Monitoring vessel traffic with the help of shore-based radar station, and communication with ships.
- Development of international co-operation within its area of activity.
- Explaining the principles and requirements of maritime safety to the public.

- Co-operation with other structural units of the Administration.

The following chart shows the organization of EMA and MSD:



On the 1st January 2004 the Estonia fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Tankers	0	0	0
Bulk carriers	0	0	0
Passengers	25	148.198	22
General cargo	16	40.059	17
Other	17	79.315	17
Total	58	267.572	-

The Estonian Fleet figures (excluding passenger ships) for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	62	233020	19,5
01.01.2002	44	159444	18,8
01.01.2003	43	148382	17,3
01.01.2004	33	119374	17

The total number of Surveyors is 20, with 16 Field Surveyors and 4 persons as Technical Support. The Estonian Maritime Administration carries out:

- All certificates for a few unclassified ships,
- Some certificates for a few classified ships in special circumstances
- Minimum safe manning document for all ships.

The Estonian administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR	RS	RINA
SOLAS 74	X	X	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X	X	X
MARPOL 73/78 Annex IV		X	X	X	X	X	X
MARPOL 73/78 Annex VI							
COLREG 72	X	X	X	X	X	X	X
TONNAGE 69	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X

The task of monitoring the work of R.O. is given to EMA and is done by performing additional inspection of ships and issuing seaworthiness certificate by EMA after Class survey.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	122	16	13.11	-
1997	135	10	7.41	-
1998	150	13	8.67	-
1999	136	8	5.90	0.58
2000	136	9	6.60	0.53
2001	101	8	7.92	0.44
2002	89	6	6.74	0.51
2003	87	11	12.64	0.87

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	1	0	0.00	-
1997	4	0	0.00	-
1998	1	0	0.00	0.00
1999	0	0	0.00	0.00
2000	0	0	0.00	0.00
2001	0	0	0.00	0.00
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

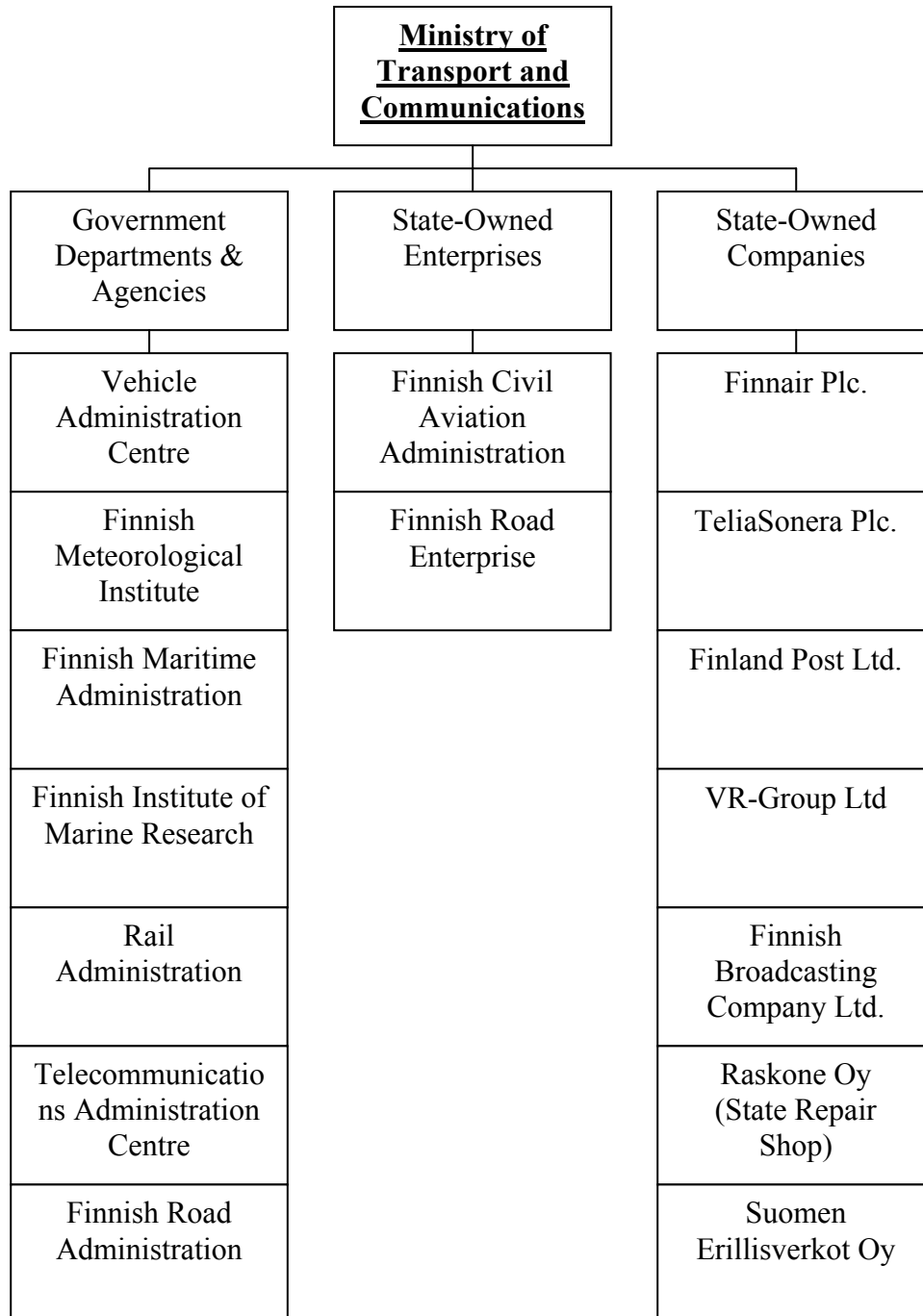
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	6	0	0.00	-
1997	7	1	14.29	-
1998	8	0	0.00	0.00
1999	4	1	25.00	0.00
2000	3	0	0.00	0.00
2001	1	0	0.00	0.00
2002	3	0	0.00	0.00
2003	1	0	0.00	0.00

FINLAND



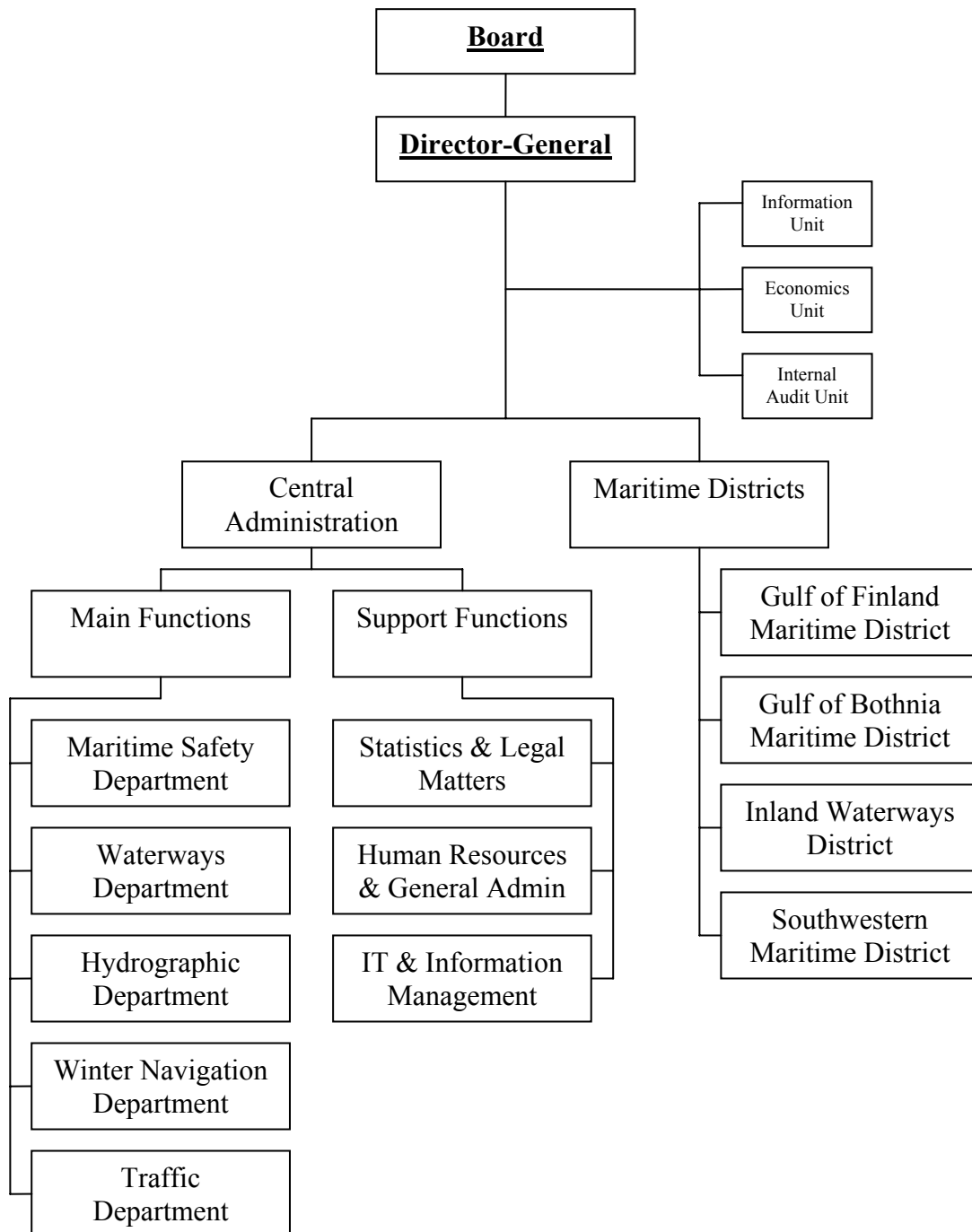
THE MARITIME ADMINISTRATION OF FINLAND

The **Finnish Maritime Administration**, reporting to the Ministry of Transport and Communications, is the competent authority for maritime issues in Finland. The following chart shows its position in relation to the Ministry:



The FMA is responsible for maritime safety, winter traffic assistance, fairway maintenance, VTS and pilotage, hydrographic charting and the provision of ferry services to the archipelago communities.

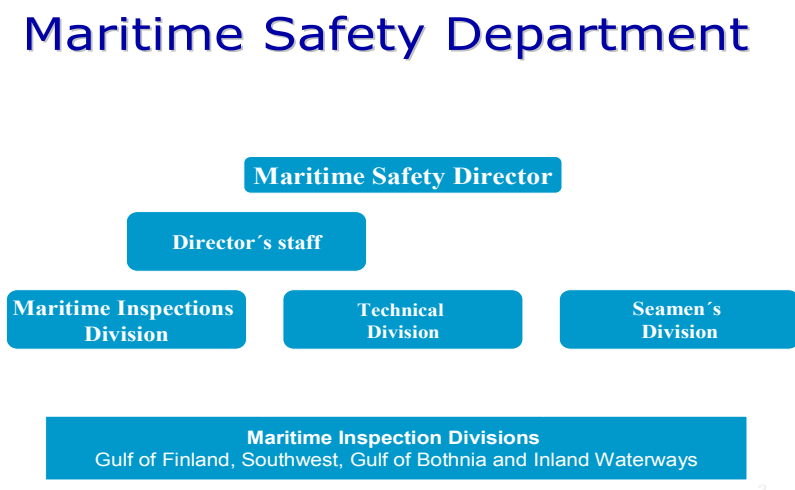
It is organised as follows:



International cooperation

The Finnish Maritime Administration represents Finland at the International Maritime Organization IMO. The FMA has an important role in the drafting of legislation related to maritime safety. The administration issues regulations on matters in which it has statutory authority. These regulations are published in the FMA Bulletin. The Maritime Safety Department works in close collaboration with the Ministry of Transport and Communications in the implementation of international conventions and EC legislation in Finland.

The Maritime Safety Department consists of the Maritime Inspections Division, the Technical Division, the Seamen's Division and four regional inspection divisions. The following picture shows its organisation:



Maritime Inspections Division

The Maritime Inspections Division is in charge of the inspection and survey of ships and the port State control of ships sailing under foreign flags. The division conducts initial surveys of ships engaged on international voyages, approves ship and port facility security assessments and plans and inspects related security arrangements in collaboration with the Technical Division and the regional inspection divisions. It also approves the operational, technical and crew accommodation arrangements of ships and participates in the development of cargo safety.

Technical Division

The Technical Division is in charge of tonnage measurement and ice class matters. The division is responsible for technical matters related to ships (machinery and electrical installations, fire safety) and the protection of the marine environment, the transport of dangerous goods, as well as boating and yachting.

Seamen's Division

The Seamen's Division is responsible for the minimum safe manning of ships and the certification of seafarers. It also supervises the engagement of seafarers, maintains a register of seafarers and deals with matters related to the authorization of medical practitioners controlling the medical fitness of seafarers, and the dispensation of seafarers on medical grounds.

Regional inspection divisions

The four regional inspection divisions are in charge of flag State and port State control and deal with maritime cases and accidents at sea in their respective regions.

They maintain a register of surveys and inspections and issue international certificates for both pleasure craft and operators of pleasure craft.

On the 1st January 2004 the Finnish fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Merchant Ships	379	1,469,678	36.7
Fishing Vessels	29	5,385	32.3
Total	408	1,475,063	-

The Finnish Merchant fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	370	1,656,539	34.8
01.01.2002	370	1,662,275	35.5
01.01.2003	382	1,625,126	35.4
01.01.2004	379	1,469,678	36.7

The total personnel of Maritime Safety Department is 85, about 45 of which are surveyors. In 2003 the PSC workload was equivalent to 5 full time inspectors.

The FMA has recognized the following Classification Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR	RS
SOLAS 74	X	X	X	X	X	X
MARPOL 73/78	X	X	X	X	X	X
LL 66	X	X	X	X	X	X

The Administration continues to issue the Safety Construction certificate, the Safety Equipment Certificate, the Certificate of Fitness, the IOPP certificate, the International Sewage Pollution Prevention Certificate and the International Load Line certificate. The ROs are allowed to issue short term certificates and to do intermediate endorsements only. ISM audits are performed by FMA solely.

The table below shows in more details the scope of delegation:

Type of Survey	In Finland	Outside Finland	Issuing/Endorsing Certificate
<u>Cargo vessel</u>			
LL	RO	RO	FMA
Safcon, Initial	RO	RO	FMA
Safcon, Periodical	RO	RO	FMA
Safcon, Annual	RO	RO	RO
Safcon, Intermediate	RO	RO	RO
Safeq, Initial	FMA	FMA	FMA
Safeq, Periodical	FMA	RO	FMA
Safeq, Annual	FMA	RO	RO/FMA
Safeq, Intermediate	FMA	RO	RO/FMA
IOPP, Initial	RO	RO	FMA
IOPP, Periodical	RO	RO	FMA
IOPP, Annual	RO	RO	RO
IOPP, Intermediate	RO	RO	RO
IMO FITNESS, Initial	RO	RO	FMA
IMO FITNESS, Periodical	RO	RO	FMA
IMO FITNESS, Annual	RO	RO	RO
IMO FITNESS, Intermediate	RO	RO	RO
SEWAGE Pol, Initial	RO	RO	FMA
SEWAGE Pol, Periodical	RO	RO	FMA
<u>Passenger Vessels</u>			
SOLAS	AS SEPARATELY AGREED CASE BY CASE		
LL	RO	RO	FMA
IOPP	RO	RO	FMA
ISSP	RO	RO	FMA

Verification and monitoring of the performance of the ROs is carried out through examination of Port State control reports, periodical audits and close cooperation during surveys and day-to-day activities. Audits of the RO are carried out every 24 months.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess factor
1996	119	1	0.84	-
1997	139	3	0.22	-
1998	130	1	0.77	-
1999	170	4	2.40	-1.23
2000	176	0	0.00	-1.60
2001	160	2	1.25	-1.56
2002	172	6	3.49	-1.39
2003	166	2	1.20	-1.20

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	0	0	0.00	-
1997	0	0	0.00	-
1998	0	0	0.00	0.00
1999	0	0	0.00	0.00
2000	0	0	0.00	0.00
2001	1	0	0.00	0.00
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	7	0	0	-
1997	5	0	0	-
1998	3	0	0	0.00
1999	3	0	0	0.00
2000	3	0	0	0.00
2001	3	0	0	0.00
2002	3	0	0	0.00
2003	2	0	0	0.00

FRANCE

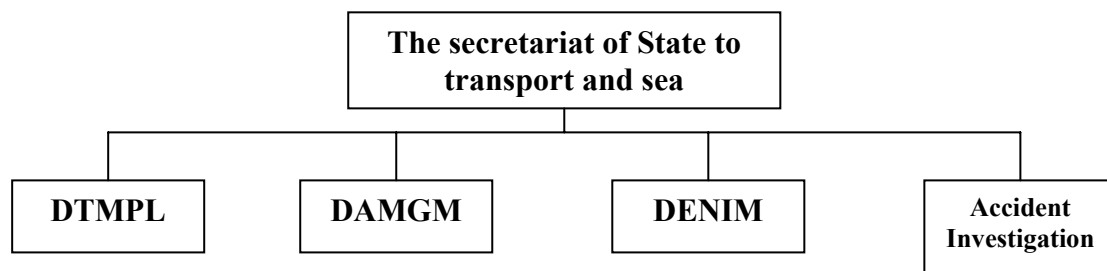


THE MARITIME ADMINISTRATION OF FRANCE

The secretariat of State to Transport and the Sea, placed to the Minister for Infrastructure, Transport, Spatial planning, Tourism and Sea is in charge of the preparation and the development of the French maritime policy.

The secretariat of State intervenes in the safety of navigation, maritime employment, the development of the ports and the sea transport as well as the installation of the littoral. It also takes part in work of the European Commission, the European Council, and the European Parliament.

The secretariat of State to transport and sea comprises three Directorates dealing with the maritime questions as well as the office of the investigations and accidents specialized in the maritime field; its organization is as follow:



The direction of the maritime transport, the ports and the littoral (Dtmpl) is in charge of the economic development of the maritime and harbour environment, the installation and the protection of the littoral and the safety of the nautical leisure.

The direction of the maritime affairs and the sailors (Damgm) is in charge of the safety of navigation of the fishing and trading ships and of the follow-up of the occupation of the sailors: formation, health, law of the labour, social right, promotion of the trades of the sea and thus of employment.

The direction of the national establishment of the invalids of the navy (Denim) has the role of offering to the sailors an effective social protection, adapted to their specificity.

At the local level, the action of the State rests on a double network of decentralized services:

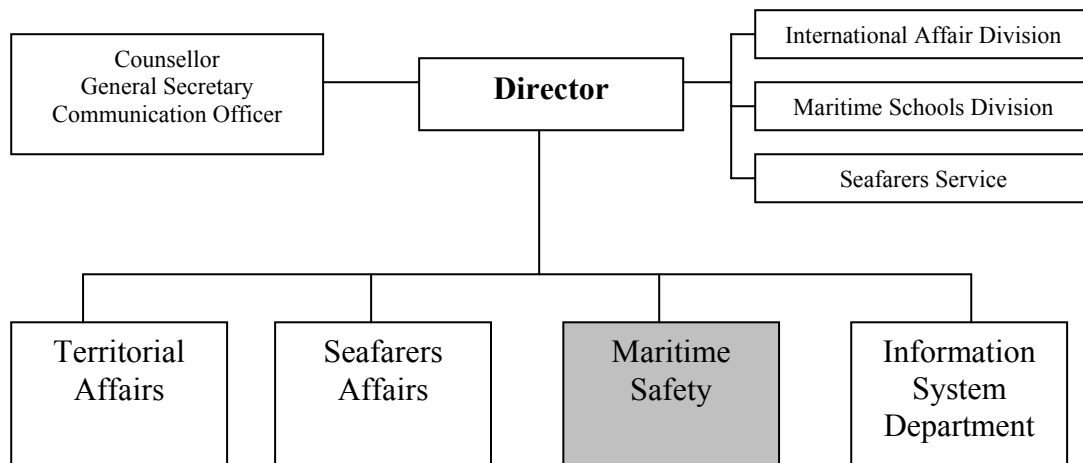
- Regional and departmental directorates of the equipment and the specialized maritime departments which depend on it, whose missions cover the harbour sector, the management of the littoral and maritime indication;
- Regional and departmental directions of the maritime businesses (Dram and Ddam), Centres of safety of the ships whose missions cover the control of the safety of the ships and navigation, the management of the sailors, the administration of pleasure boat, the follow-up of the maritime aquiculture and fisheries sector and the rescue at sea.

The secretariat of State is also based on delocalized engineering departments:

- The observatory of the costs of harbour passage (O.C.P.P) charged to measure and analyze the costs of harbour passage in the French ports and to establish comparisons with those of the other European ports,
- The centre of maritime and technical river studies (Cetmef) in charge of the control of studies and research, missions of engineering in the fields of installations and the maritime and river works,
- Technical centres of studies of the equipment (Cete) called to fulfil a mission of technical advises.

Lastly, **the secretariat of State to transport and the sea** also has qualified services of general inspection out of maritime matter, and, within those, of the office for maritime accidents investigation (BEA). The BEA is in charge of the technical investigations into the events at sea; it leads its investigations in all independence.

The direction of the maritime affairs and the sailors (Damgm) is organized as follow:



The principal missions of the DAMGM are five:

- To follow the professional activity of the seafarers: the professionals of the sea are, from their activity, in the middle of its concerns. The direction of maritime business and of the seafarers endeavours to respond to their needs in fields also varied that training, the preventive medicine with its specific service or the social relations.
- To ensure the sailors' training: with its network of 12 maritime professional colleges, of 4 national schools of the merchant navy, the Damgm ensures the initial and continuing training of the fishermen and of sailors of trade and of professional pleasure boat.

- To guarantee the safety of the users of the sea: the safety of the sailors, ships and of navigation and the sea-rescue are under its responsibility.
- To ensure a public community service: the administration of maritime affairs was modernised by a decree n° 97,156 of 19 February 1997 to be adapted to the framework of the civil state administrations.
- To take part in the international and Community authorities' work: the social, educational, preventive dimension is based within an international legal framework. The UN shelters the principal specialised agency in these matters: the international maritime Organisation. The European Community is also present in all the maritime aspects. In addition, the social dimension is discussed within ILO in Geneva.

The direction of the maritime transport, the ports and the littoral (Dtimpl) must:

- Lead a development action of the merchant fleet through budgetary, tax and social intervention mechanisms.
- Propose within the legislative, legal and international framework into which this economic activity fits the adaptations necessary for the modern competitive environment and for the Community engagements.
- Ensure the representation of the state within the Directors Boards of public-sector maritime transport companies such as the Société Nationale Corsica-Mediterranean and Sea-France.
- Strengthen the economic role of the ports and the competitiveness of the harbour places.
- Ensure the protection of the autonomous ports, the administration of the ports of national interest and the monitoring of the legislative and legal framework of the ports entrusted to the departments and communes.
- Draft legislative texts intended to strengthen the security in the harbour facilities.
- Incorporate the harbour activities into a multimode approach.
- Organise and adapt the harbour staff regulations.

On the 1st January 2004 the French fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Tankers	54	2.528.000	8,9
Bulk carriers	19	505.000	7,9
Passengers	65	789.000	10,9
General cargo	63	694.000	4,8
Other	6	40.000	18,9
Total	207	4.556.000	8,6

The French fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	206	4.431.000	11,6
01.01.2002	207	4.501.000	8,4
01.01.2003	209	5.055.000	8,9
01.01.2004	207	4.556.000	8,6

The port state control and flag state control procedures are performed by the DAMGM, through its network of 125 inspectors.

The French administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	BV	DNV	GL	LR
SOLAS 74	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X
MARPOL 73/78 Annex IV	X	X	X	X
MARPOL 73/78 Annex VI	X	X	X	X
TONNAGE 69	customs	customs	customs	customs
LL 66	X	X	X	X

The task of monitoring the work of R.O. is given to two persons within DAMGM; it is performed through audits of R.O. every 24 months.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	78	1	1.28	-
1997	93	6	6.45	-
1998	98	2	2.04	-
1999	112	1	0.90	-0.60
2000	95	3	3.20	-1.01
2001	82	2	2.44	-0.94
2002	96	5	5.21	-0.25
2003	81	0	0.00	-0.62

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	28	2	7.14	-
1997	29	2	6.90	-
1998	23	2	8.70	7.50
1999	35	0	0.00	4.60
2000	27	0	0.00	2.35
2001	33	1	3.03	1.05
2002	45	0	0.00	0.95
2003	45	0	0.00	0.81

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	29	0	0.00	-
1997	32	1	3.13	-
1998	39	1	2.56	2.00
1999	33	0	0.00	1.92
2000	35	0	0.00	0.93
2001	35	0	0.00	0.00
2002	29	0	0.00	0.00
2003	34	0	0.00	0.00

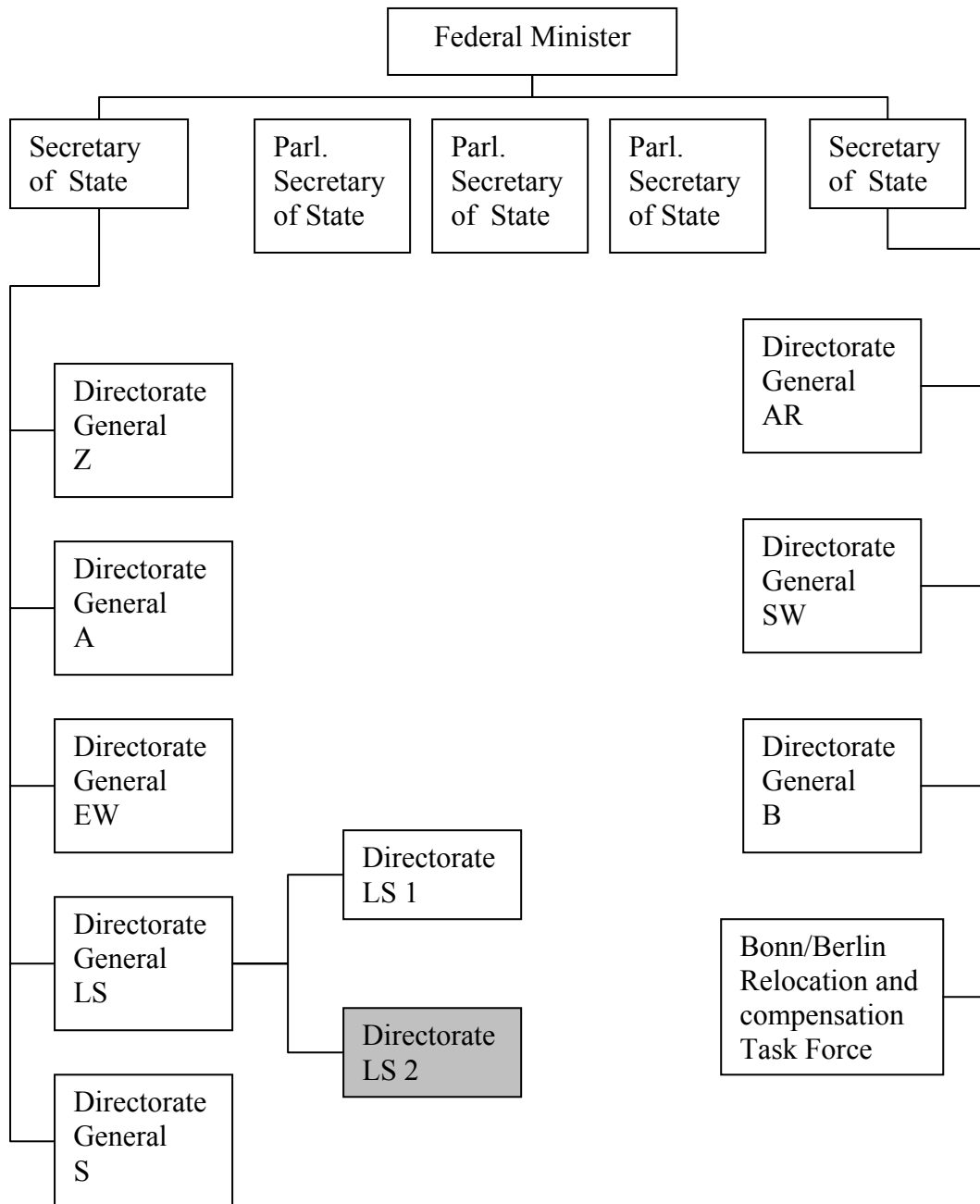
GERMANY



THE MARITIME ADMINISTRATION OF GERMANY

The Directorate LS-2: Shipping is the competent authority for maritime issues within the Federal Ministry of Transport, Building and Housing.

The following picture shows its position within the Ministry:



The main tasks of the **Directorate LS 2: Shipping** are:

- National and international shipping and seaport policy
- Maritime and shipping safety, safe operation of vessels
- Certification
- Maritime security
- Protection of the marine environment
- Linking-up of the modes of transport / transport chains
- From road to waterway
- National and international maritime law, seafarers' living and working conditions
- Inland navigation law, manning of ships, certification, recreational shipping
- Telecommunications in inland navigation
- Meteorology and satellite-based earth remote sensing

Flag and port State Surveys are performed by the **See-Berufsgenossenschaft (See-BG)**. See-BG is a separate body that carries out its maritime safety related functions under the supervision of the LS-2. See-BG reports to the Head of LS-23: Division of Maritime Safety, within the LS-2.

The Federal Republic of Germany has to a large degree transferred the implementation of the international conventions in the sector of maritime safety and marine environmental protection, and the ordinances passed in supplement thereof, to SEE-BERUFSGENOSSENSCHAFT (See-BG). Marine environmental protection consists of the technical measures required for preventing pollution of the oceans by oil, chemicals, ship sewage, ship waste, and for preventing air pollution by ship exhaust gases. The statutory framework is provided by the Law on the Government's Functions in the Field of High-Sea Shipping, through which SEE-BERUFSGENOSSENSCHAFT is effectively accorded the status of a central federal authority under the jurisdiction of the Federal Ministry of Transport. The tasks of the Ship Safety Division include the following activities for ships sailing under the German flag for the purposes of commercial sea shipping or fishing:

- Issuing of ship safety certificates
- Plan approval of ship newbuildings in the areas of life-saving appliances, structural fire protection, engine room installation, ship's equipment as well as the appliances and installations related to environmental technology on these ships
- Inspection of the design, subdivision, stability and freeboard, as well as clarification of fundamental questions to do with shipping and shipbuilding technology
- Approval of equipment subject to approval in the areas of life-saving appliances, structural fire protection and environmental technology
- Initial and renewal surveys of ships
- Assessment of safety management (ISM Code)
- Examination of lifeboatmen and qualified firemen

For the implementation of the Ordinance on Safe Manning, the required crew of the corresponding ship is also determined on behalf of the Federal Ministry of Transport. Here the Document of Safe Manning is issued, and the necessary checks are made on

the ships. As from 1982, SEE-BERUFSGENOSSENSCHAFT has also been responsible for Port State Control (PSC). The objective of PSC is to achieve harmonization and greater effectiveness in the enforcement of international conventions; it is based on an administrative agreement of the Western and Northern European transport ministers of 26th January 1982. Within this scope at least 25% of all foreign flag ships calling at German ports are inspected.

In addition to the tasks of maritime safety and protection of the marine environment, the Ship Safety Division within the SEE-BERUFSGENOSSENSCHAFT is entrusted with accident prevention as statutory function subject to the Social Security Insurance Act VII. This comprises the prevention of accidents to persons, occupational diseases and work-related risks to health. The accident prevention measures are specified in regulations that are mandatory, these being:

- Accident Prevention Regulations for Enterprises engaged in Ocean Navigation (UVV-See)
- Guidelines and instruction sheets of See-BG
- Laws and ordinances of the Federal Republic of Germany
- Directives of the European Union (EU Directives)

The Accident Prevention Regulations are issued and amended by SEE-BERUFSGENOSSENSCHAFT.

To enable it to fulfil its duties, SEE-BERUFSGENOSSENSCHAFT maintains a Technical Surveying Branch. The Technical Surveyors are drawn from operational practice and are all experienced captains or ship's engineers. One of their most important duties is advising shipping companies in all matters of ship safety, environmental protection, occupational safety and health protection. For instance, they are able to provide valuable information in cases where equipment using a new technology is to be procured or new work procedures are to be introduced.

On the 1st of January of 2003, the German fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT
Cargo ships	373	-
Passenger ships	122	-
Total	475	5.722.594

For Flag and Port State Surveys the See-BG employs 25 field surveyors and 26 technical support staff.

The German administration has authorized the following Classification Societies to carry out statutory work on its behalf; the level of delegation varies upon the type of survey and certificate.

Conventions	BV	DNV	GL
SOLAS 74	X	X	X
MARPOL 73/78	X	X	X
LL 66	X	X	X

The authorization is limited to carry out surveys, whilst certification functions have not been delegated.

Monitoring of the work of the ROs is carried out by direct monitoring every 24 months according to Directive 94/57/EC.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	648	16	2.47	-
1997	565	12	2.12	-
1998	602	13	2.16	-
1999	647	17	2.60	-1.34
2000	514	16	3.10	-1.23
2001	448	15	3.35	-1.07
2002	453	5	1.10	-1.22
2003	346	7	2.02	-1.35

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	113	0	0.00	-
1997	115	0	0.00	-
1998	140	5	3.57	1.36
1999	117	3	2.56	2.15
2000	143	1	0.7	2.25
2001	138	8	5.8	3.02
2002	181	3	1.66	2.60
2003	105	5	4.76	3.77

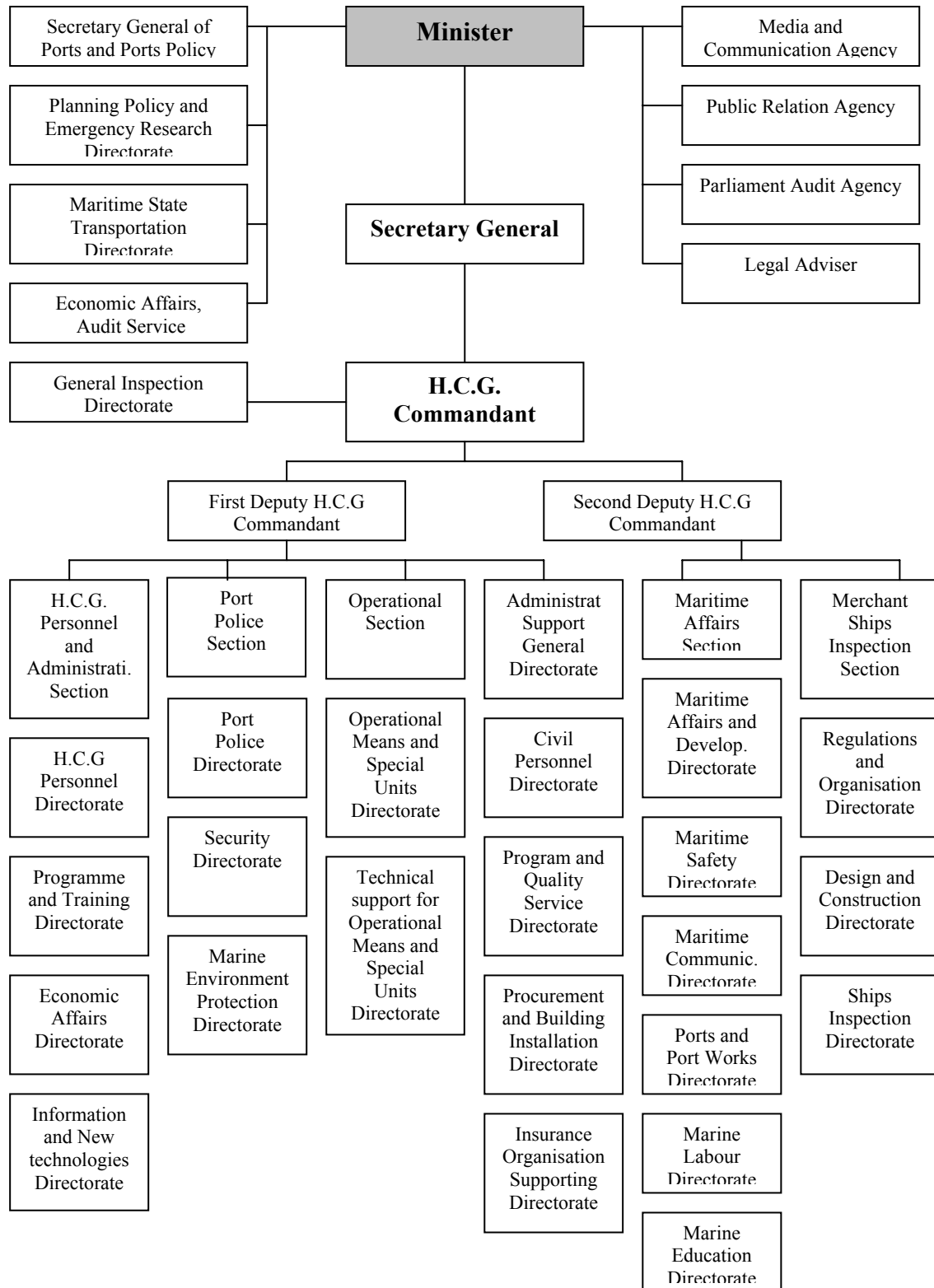
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	114	3	2.63	-
1997	158	3	1.90	-
1998	204	7	3.43	2.62
1999	177	1	0.56	2.04
2000	166	2	1.20	1.84
2001	162	1	0.62	0.80
2002	119	0	0.00	0.67
2003	86	1	1.16	0.54

GREECE



THE MARITIME ADMINISTRATION OF GREECE

The **Ministry of Merchant Marine** is the competent Greek maritime authority. It performs its duties mainly through the Hellenic Coast Guard as shown in the follow organigram:



*The operations which are institutionally conducted by the **Ministry of Merchant Marine**, are to a large extent complicated, inquiring implication and collaboration of a great amount of Public Services, Regional Services, International Organizations as well as cooperation of the Working and Social system. It should be emphasized that, according to the current European and International regulations in force, rarely can we find any other corresponding government agencies having such a wide range of responsibilities falling within the Ministry's operational activities. Practising a policy within a global economic system, establishing in this way a national maritime policy concerning ports and harbour operational strategies of a country with numerous islands, accompanied with the defensive policy of sea boundaries and the tackling of terrorism as well as the protection of sea life, altogether constitute the ultimate criteria on which the most specialized members of port authorities rely. (www.yen.gr)*

Its main tasks are:

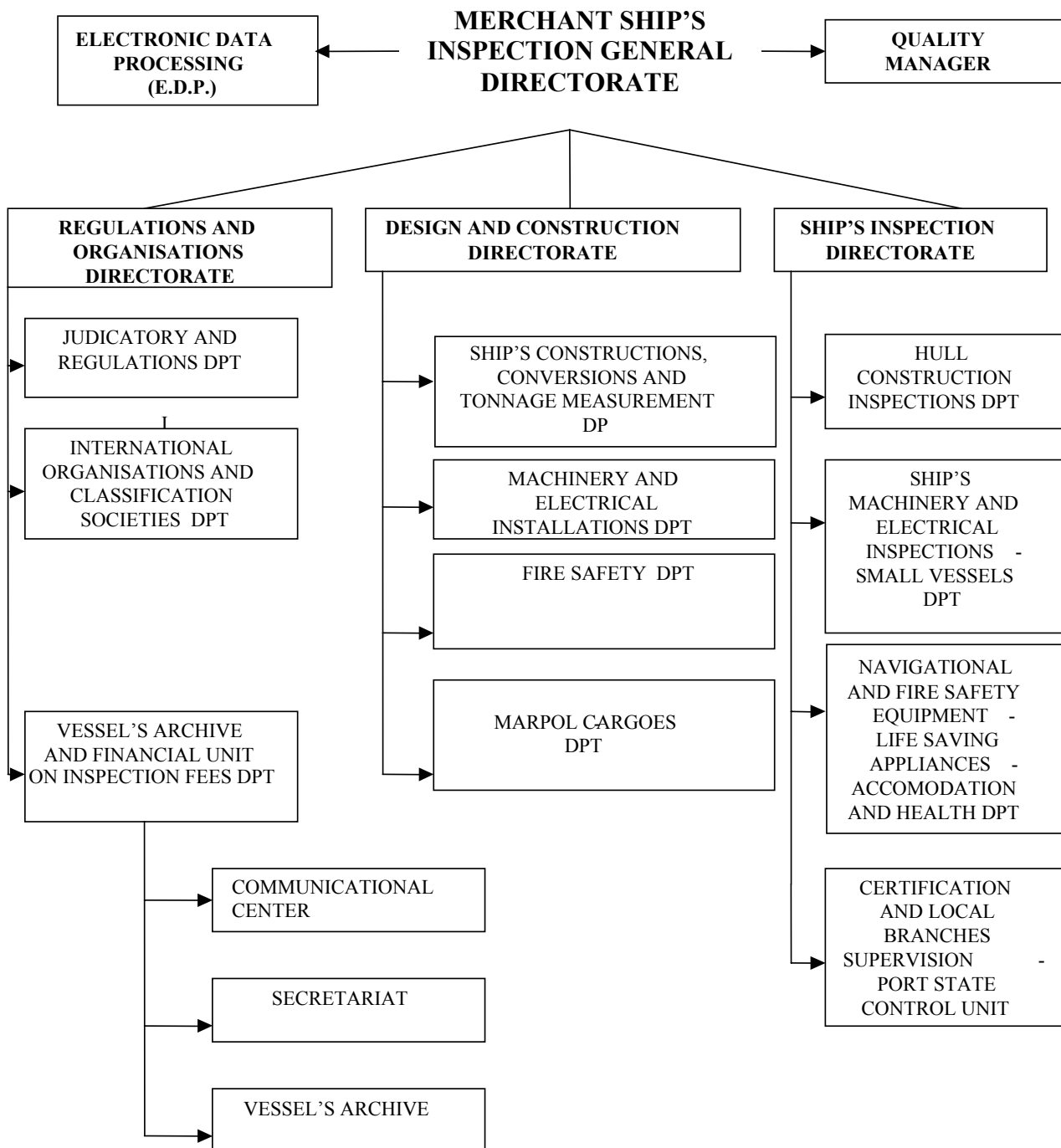
- To provide for the organization improvement and development of Greek shipping, its connection with the national economy, support of sea tourism, facilitate the sea transport, protection of human life and property at sea, search and rescue obligation, protection of sea environment, safety of navigation and, in general, the exercise of the whole shipping policy in Greece;
- To organise and monitor shipping education and training, solving all problems related to shipping labour relations, and monitoring the operation of administrative organizations and insurance institutions;
- To supervise the administration, organization, operation and exploitation of all Greek ports, the organization and administration of pilots, and carry out the whole ports policy in Greece;
- To monitor the whole control and supervision on policy issues on ships, in ports and the whole sea area, sea frontiers according to the Greek legislation and the International Conventions;

The main responsibilities of the Greek Ministry of Mercantile Marine and the Greek Coast Guard according to the legislation which is in force, aim to the following directions:

- 1) Implementation of the legislation in the sea, the ports and the seashore
- 2) Police of ships, ports, sea area and sea frontiers
- 3) Protection of human life and property at sea
- 4) Search and rescue
- 5) Safety of Navigation
- 6) Protection of Sea Environment
- 7) Facilitation of sea transport
- 8) Exercise of Ports Policy
- 9) Shipping Education
- 10) Shipping Labour

- 11) Supervise the administration of institutions and welfare funds and seafarers insurance
- 12) Support the sea tourism industry
- 13) Inspection of merchant ships and companies
- 14) Representation of Greece in all International Organizations and EU bodies.

The following chart illustrates the organization of the Merchant's Ships Inspectorate General Directorate:



On the 1st January 2004 the Greek fleet (considering only ships with GT>100) had the following composition:

TYPE OF SHIP	NUMBER	TOTAL G.T.
BULK DRY	274	10,248,059
BULK DRY/OIL	2	77,528
OTHER BULK DRY	22	73,207
SELF-DISCHARGING BULK DRY	1	2,627
GENERAL CARGO	132	297,739
CONTAINER	46	1,946,685
REFRIGERATED CARGO	1	794
LPG	5	7,627
CRUDE OIL	190	15,538,411
OIL PRODUCTS	160	1,178,892
CHEMICAL	67	959,648
OTHER LIQUIDS	14	5,547
PASSENGER/ GENERAL CARGO	5	4,034
RO RO CARGO	17	90,159
PASSENGER/ RO RO CARGO	193	1,469,615
PASSENGER CRUISE	11	154,324
PASSENGER	184	73,158
OTHER DRY CARGO/PASSENGER	1	2,590
FISH CATCHING	82	22,833
OTHER FISHING	1	189
OFFSHORE SUPPLY	7	3,575
RESEARCH	5	2,806
TOWING/ PUSHING	108	25,660
DREDGING	6	4,753
OTHER ACTIVITIES	24	12,657
TOTAL	1558	32.203.117

The Greek Fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	1529	26.401.716	-
01.01.2002	1529	28.678.240	-
01.01.2003	1548	28.782.843	-
01.01.2004	1558	32.203.117	-

Flag state control procedures can be performed by a number of around 150 surveyors. The PSC inspections are performed by 26 appointed officers.

The recognised organisation have been authorised to carry out statutory inspections and certification services on behalf of the Hellenic Republic as described in the “Model Agreement Covering the Delegation of Statutory Inspections and Certification Services for vessels flying the Hellenic Flag” (Ministerial Degree No

4113.157/2001/29-11-2001- as amended on December 2003). The Greek Administration carries out survey and certification for:

- all passenger ships,
- the categories of cargo ships for which R.O. are not authorized to carry out statutory survey and certification (i.e. cargo ships engaged exclusively in domestic voyages, cargo ships under 500 G.T. with regard to SOLAS requirements etc),
- any ship under the Greek flag, if so requested by her ship-owner.

The Greek administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	HRS	KR	LR	NK	RINA
SOLAS 74	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex IV	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex VI	X	X	X	X	X	X	X	X	X
TONNAGE 69	X	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X	X

The task of monitoring the work of R.O. is given to a team of four persons within the MSI GD and is done as follows:

- **Direct audit of the recognised organization** by a team of MSI GD auditors, which is conducted in the offices of the R.O. **This function is carried out every two years.** The scope of this audit is to confirm that:

- The R.O. continue to provide their services in accordance with its authorisation by the Greek Administration in a satisfactory manner,
- The R.O. continue to comply with the criteria used for its initial recognition,
- The local offices have the necessary instructions, resources and capability to execute the services they are authorized for and that relevant procedures are effectively followed and implemented in order to assure the quality of those services.

- **Establishment of a performance record** of each of the recognised organisations based on statistic of detentions of Greek flagged ships and detentions of foreign ships in Greek ports. **This function is carried out every year.**

- **Monitoring of the statutory certificates, circulars, instructions and guidelines issued by the R.O.** **This function is carried out on a continuous base.**

- **Investigation detentions by port States of ships flying the Greek flag** by requesting for the recognised organisation who has issued the statutory certificate(s), comments and clarifications for the reasons of the detention. **This function is carried out on a case by case basis.**

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	580	61	10.52	-
1997	480	33	6.88	-
1998	501	35	6.99	-
1999	496	29	5.80	0.31
2000	443	25	5.60	0.14
2001	470	23	4.89	-0.14
2002	509	25	4.91	-0.26
2003	545	25	4.59	-0.40

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	367	25	6.81	-
1997	364	15	4.12	-
1998	283	11	3.89	5.03
1999	227	14	6.17	4.58
2000	306	14	4.58	4.78
2001	306	9	2.94	4.41
2002	371	12	3.23	3.56
2003	371	19	5.12	3.82

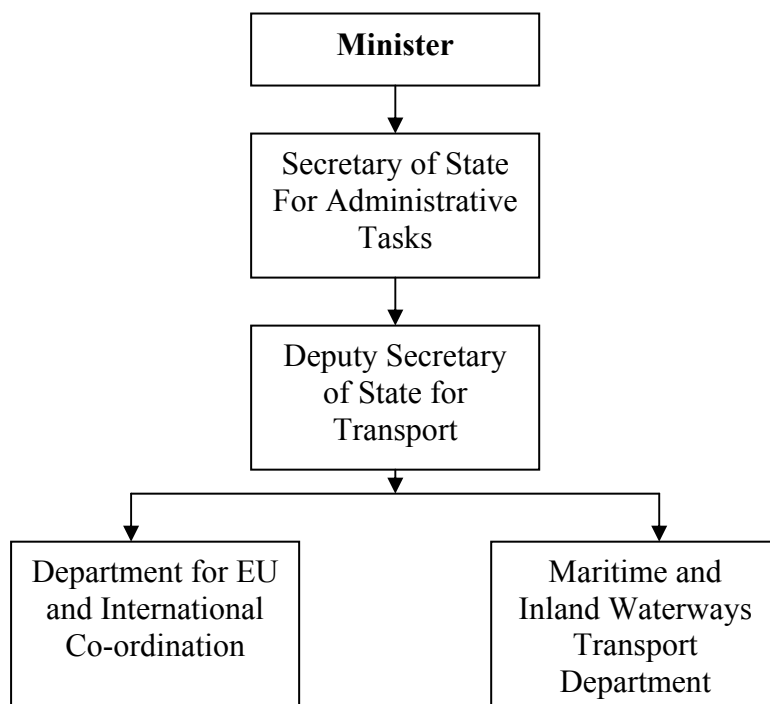
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	513	19	3.70	-
1997	437	20	4.58	-
1998	416	8	1.92	3.44
1999	351	5	1.42	2.74
2000	345	5	1.45	1.62
2001	361	4	1.11	1.32
2002	357	4	1.12	1.22
2003	384	3	0.78	1.00

HUNGARY



THE MARITIME ADMINISTRATION OF HUNGARY

The Maritime and Inland Waterways Transport Department is the competent authority within the Ministry of Economy and Transport of Hungarian Republic; its position within the Ministry is characterised by the following simplified organigram:



There are two organisational units, competent bodies for Maritime activities, namely the **General Inspectorate of Transport** and the **Central Inspectorate of transport**. Although their field of activities is the same these organisational units are not directly bound to the Ministry. Notwithstanding of the tight co-operation between the ministry and the inspectorates aimed at the development of the profession the Central Inspectorate of Transport as a body of first instance, and the General Inspectorate of Transport as a body of second instance, fulfil their tasks exclusively on the basis of legal instruments i.e. acts and decrees and the promulgated Codes.

The responsibility for the surveys, controls and issue of statutory certificates of seagoing ships flying Hungarian flag lies with the Shipping Department of the Central Inspectorate of Transport. In case of an appeal against a decision of the Central Inspectorate of Transport the General Inspectorate shall carry out the appropriate investigation and make a decision. In case of further doubt decisions of this body of second instance may then be challenged only at the appropriate Court.

The main tasks of Maritime and Inland Waterways Transport Department are:

- Co-operation with the relevant EU and international bodies in the field of maritime activities. Hungary is a Party to the United Nations Convention on the Law of the Sea and a member State of the International Maritime Organisation and the International Labour Organisation, WTO, OECD etc.
- Initiation and management of the promulgation of the EU acquis and international conventions & codes.

- Supervision of the above mentioned Inspectorates' activities and the activities of maritime related companies and the eventual initiation of promulgation of necessary legal instruments.
- Supervision of the training and certification of Hungarian seafarers and the operation of accreditation process and quality assurance system of the Hungarian seafarers' accreditation process.
- Organisation of the activities and the meetings of the National IMO Committee.
- Dealing with the existing and future bilateral and multilateral agreements, undertakings on maritime affairs.

There are **five persons** working in this Department of the Ministry. Two persons are directly engaged in dealing with maritime related issues.

On the 1st January 2004 the Hungarian fleet (considering only ships with GT>100) was composed by two container feeder – cargo ships:

Name of Ship	Y. o. B.	Port of Registry	Gross Tonnage	IMO Number
Pannon Sun	2000	Budapest	3784	9191125
Pannon Star	2002	Budapest	3784	9191113

As regarding the evolution of the Hungarian Fleet, it can be reminded that the two vessels only entered the Hungarian register in 2002. The Hungarian administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	DNV	GL	LR	RS
SOLAS 74	X	X	X	X
MARPOL 73/78 Annex I		X	X	
MARPOL 73/78 Annex II		X		
MARPOL 73/78 Annex IV				
MARPOL 73/78 Annex VI				
TONNAGE 69		X		
LL 66	X	X		

Classification Societies which are recognised by the European Union are recognised by the Republic of Hungary as from the date of validity of the Treaty on Accession of the Republic of Hungary to the European Union. There are no Hungarian registered ships having certificates from Classification Societies not recognised by the European Commission. The **Russian Maritime Register of Shipping** has been authorised as a recognised Classification Society for the issue of ISM (International Safety Management) related Statutory Certificates. The relevant agreement compliant with IMO Assembly Resolution A.739 (18) has been accordingly signed by the Parties.

The **Germanischer Lloyd AG** as a Recognised Security Organisation has been authorised for the issue of International Ship Security Certificates for Hungarian registered ships. The Administration has delegated the authorisations to the above recognised organisations by following resolutions A.739(18) and A.789(19) as minimum requirements in SOLAS 74 – regulation XI/1 and the analogous requirements in MARPOL 73/78.

Five persons work in the Administration dealing also with the monitoring of the activities of Classification Societies.

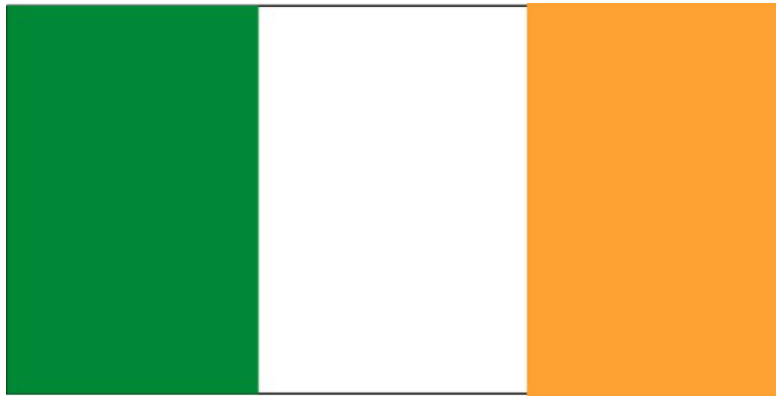
Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	7	1	14.29	-
1997	7	0	0.00	-
1998	0	0	0.00	-
1999	2	1	50.00	-
2000	0	0	0.00	-
2001	0	0	0.00	-
2002	1	0	0.00	-
2003	7	0	0.00	-

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	0	0	0.00	-
1997	1	1	100.00	-
1998	0	0	0.00	0.00
1999	0	0	0.00	0.00
2000	0	0	0.00	0.00
2001	0	0	0.00	0.00
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	9	1	11.11	-
1997	7	1	14.29	-
1998	3	0	0.00	0.00
1999	1	0	0.00	0.00
2000	1	0	0.00	0.00
2001	0	0	0.00	0.00
2002	0	0	0.00	0.00
2003	1	0	0.00	0.00

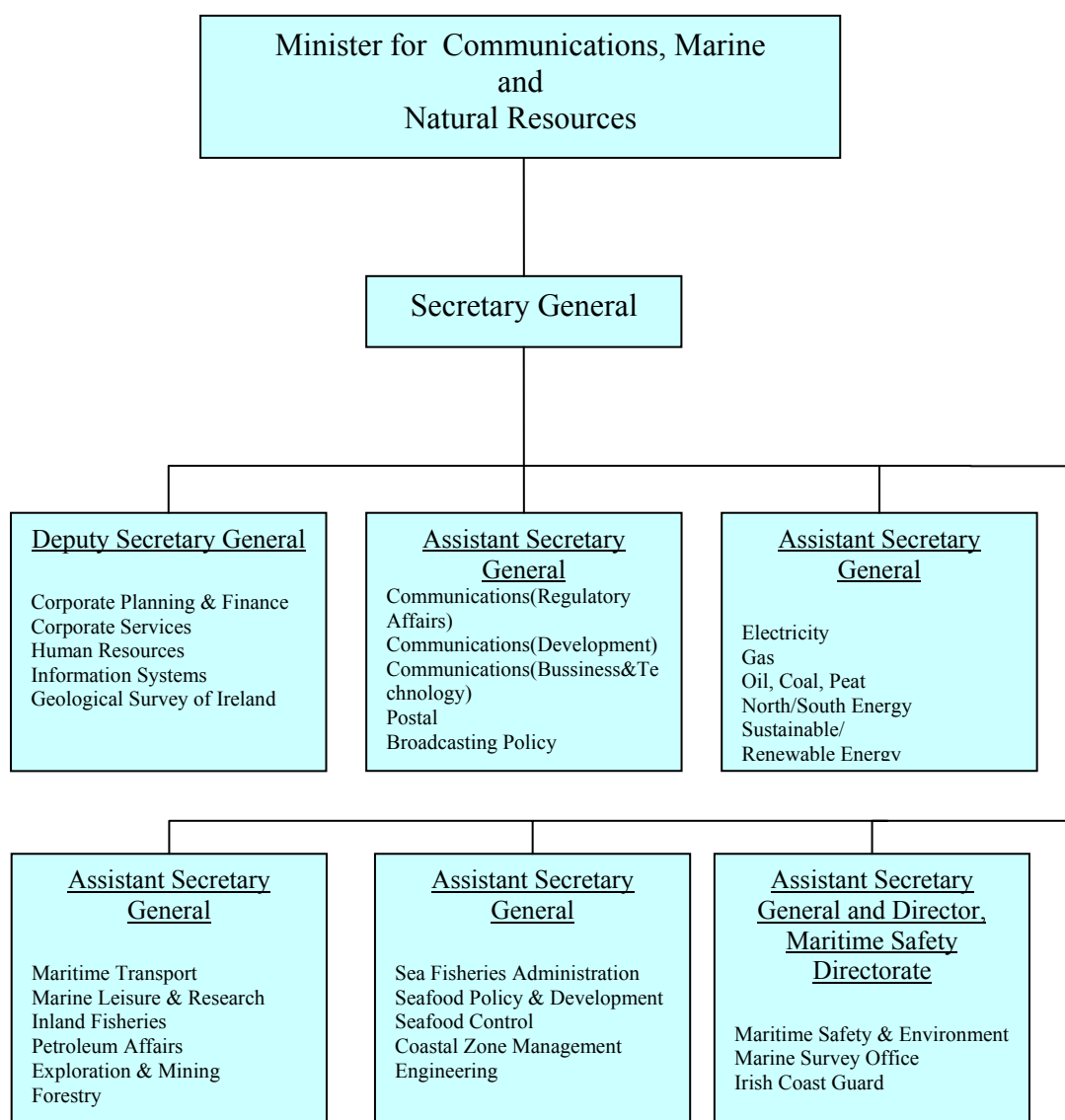
IRELAND



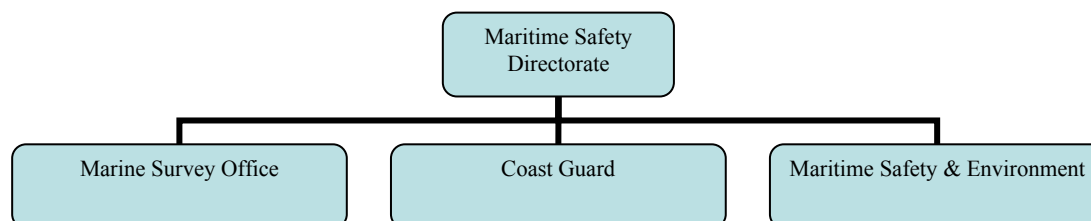
THE MARITIME ADMINISTRATION OF IRELAND

The Maritime Safety Directorate (MSD) is part of the Department of Communications, Marine and Natural Resources and it incorporates the Marine Survey Office (MSO) (including the Marine Radio Affairs Unit (MRAU)) and Maritime Safety Division, Aids to Navigation Section and the Marine Environment Division as well as the safety functions in relation to leisure craft, jet skis and adventure centres.

The following picture shows its position within the Ministry:



The MSD is responsible for statutory survey and certification of Irish flagged vessels, Port State Control inspections, pollution preparedness & response functions jointly with the Irish rescue & Coast Guard (IRCG) and also carries out Port and ship security functions.



The Marine Survey Office (MSO), part of the MSD, is responsible for the implementation of all national and international legislation in relation to safety of shipping and the prevention of pollution of the marine environment from ship-based sources. The Office carries out the initial approval of designs and drawings for new vessels or modifications to existing vessels and then carries out the surveys necessary for the certification of those vessels. In addition, it provides both a host of ancillary and back-up services to the shipping industry, the Department of the Marine and Natural Resources, and different Government Departments as well as the technical representation at relevant international meetings.

On the 1st January 2004 the Irish fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Merchant ships	45	371,163	11.5
Fishing vessels	200	63,057	-
Total	245	434,220	-

The policy for registration of vessels under Irish flag is summarised in the following table (Every vessel is subject to flag state inspection prior to registration):

	Maximum Age	Ownership	Management (ISM)
General cargo & bulk	20 years	Within the EU	Within the EU
The age policy above may be varied for vessels owned or managed in the state.			
Passenger & ro-pax	20 years	Within Ireland	Within Ireland
For passenger vessels operated on routes outside Ireland but within the EU more stringent criteria apply and on a case by case basis following inspection, assessment and discussion with the Chief Surveyor.			
Tankers	On a case by case basis following inspection, assessment and discussion with the Chief Surveyor.		
Fishing vessel < 24m	No restrictions		
Fishing vessel > 24 m	Certificate of compliance		
Pleasure craft	No restrictions		

The staff of the Marine Survey Office, responsible for Flag and Port State Surveys, consists mainly of Marine Surveyors drawn from nautical/navigation, engineering, naval architecture and radio backgrounds and is formed by 20 surveyors, all of them involved in both field work and technical support, and 5 administrative supports.

The Irish maritime Administration has recognised the following Classification Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR	NKK	RINA	RS
SOLAS 74	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex I-V	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X

However, survey, audit, approval and certification of passenger ships, High speed craft and issuance of SOLAS exemption certificates is carried out solely by the Administration.

The table below shows the scope of delegation:

Certificate	Survey / Audit	Approval	Cert
Cargo Ship Safety Construction Certificate	Y	Y	Y
International Load Line (except stability – new ships)	Y	Y	Y
IOPP	Y	Y	Y
ISM DoC	Y	Y	Y
ISM SMC	Y	Y	Y
Cert of Fitness (dangerous chemicals)	Y	Y	Y
Cert of Fitness (liquefied gases)	Y	Y	Y
DoC (dangerous goods)	Y	Y	Y
Cargo securing	Y	Y	Y
ISPS SSC	Y	Y	Y

This table shows the functions carried out by the Administration:

Certificate	Survey/ Audit	Approval	Cert.
Cargo Securing Manual	✓	✓	✓
Certificate of Fitness (dangerous chemicals)	✓	✓	✓
Certificate of Fitness (liquefied gases)	✓	✓	✓
Certificates for Masters, Officers or Ratings.	✓	✓	✓
Construction and Equipment Certificate (DSC)	✓	✓	✓
Document of Authorisation (Grain)	✓	✓	✓
Document of Compliance (dangerous goods)	✓	✓	✓
Document of Compliance (ISM)	✓	✓	✓
SOLAS Exemption Certificates	✓	✓	✓
High Speed Craft Safety Certificate	✓	✓	✓
Intact Stability	✓	✓	
Damage Stability	✓	✓	
IOPP	✓	✓	✓
Minimum Safe Manning	✓	✓	✓

NLS Certificate	✓	✓	✓
Passenger Ship Safety Certificate	✓	✓	✓
Permit to Operate High Speed Craft	✓	✓	✓
Safety Certificate (MODU)	✓	✓	✓
Cargo Ship Safety Construction Certificate	✓	✓	✓
Cargo Ship Safety Equipment Certificate	✓	✓	✓
Safety Management Certificate (ISM)	✓	✓	✓
Safety Radio Certificate	✓	✓	✓
SOPEP	✓	✓	
International Load Line	✓	✓	✓
International Load Line Exemption	✓	✓	✓
International Tonnage Certificate	✓	✓	✓

The task of monitoring the work of recognized organizations is carried out during new building surveys, by regular meetings with the RO, verifications during flag state survey and ISM audits and by monitoring PSC performance; The monitoring is carried out on an annual basis.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	93	1	1.08	-
1997	89	2	2.25	-
1998	83	0	0.00	-
1999	71	1	1.40	-1.25
2000	70	2	2.90	-1.15
2001	57	0	0.00	-0.97
2002	62	0	0.00	-1.18
2003	52	1	1.92	-1.37

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	3	0	0.00	-
1997	2	0	0.00	-
1998	0	0	0.00	-
1999	0	0	0.00	0.00
2000	0	0	0.00	0.00
2001	0	0	0.00	0.00
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

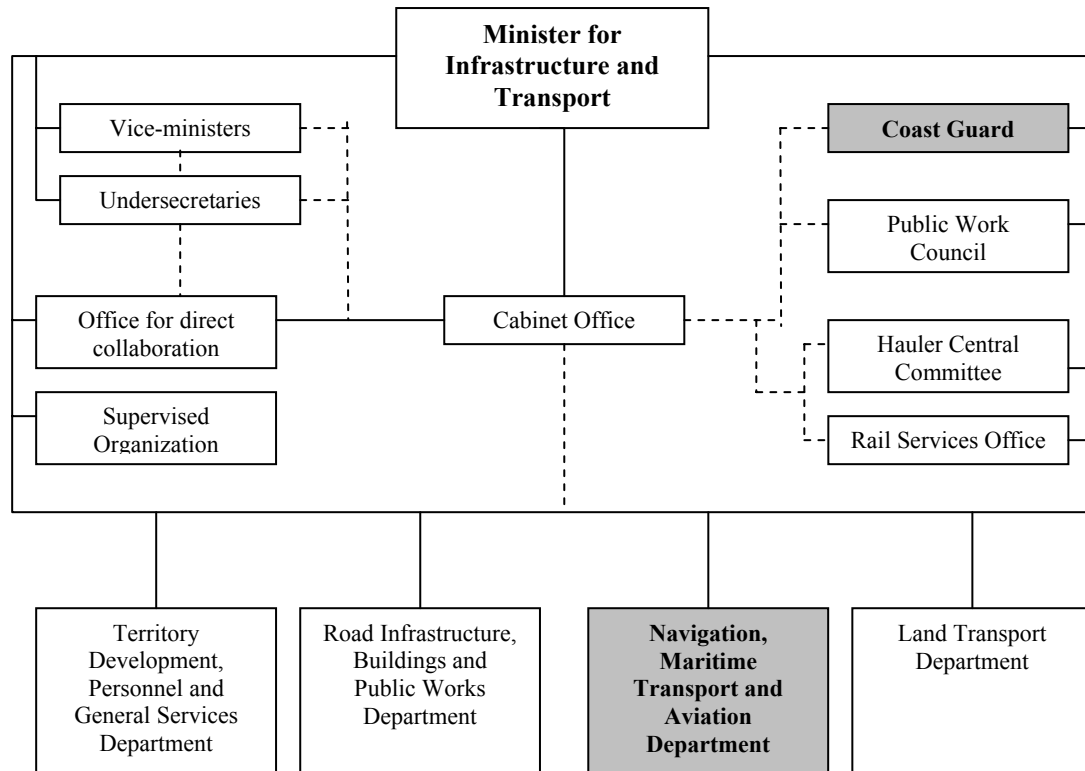
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	0	0	0	-
1997	1	1	100	-
1998	2	0	0	33.33
1999	0	0	0	33.33
2000	1	0	0	0.00
2001	1	0	0	0.00
2002	1	0	0	0.00
2003	2	0	0	0.00

ITALY



THE MARITIME ADMINISTRATION OF ITALY

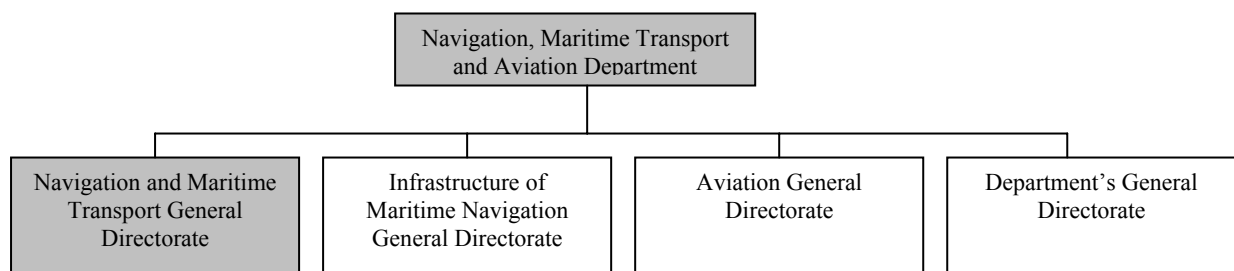
The Navigation, Maritime Transport and Aviation Department is the competent authority for maritime issue within the Ministry of Infrastructure and Transport in the Italian Republic. The following picture shows its position within the Ministry.



The main tasks of **Navigation, Maritime Transport and Aviation Department** are:

- Planning and regulation concerning navigation, maritime and multimodal transport;
- Ports surveillance;
- Safety of navigation;
- Coordination of relation with national and international bodies in the field of maritime and aviation transport.

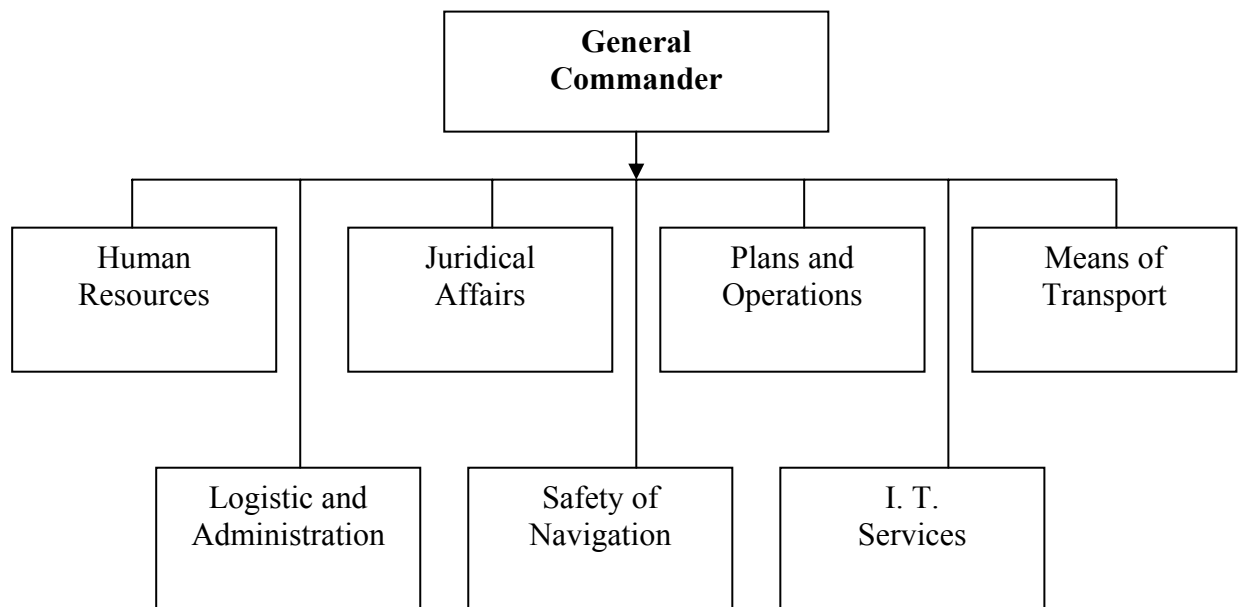
The Department is organised as:



The **Navigation and Maritime Transport General Directorate** is responsible for:

- Maritime Navigation,
- International Maritime Transports,
- Ships' Safety,
- Accident Investigation,
- STCW
- Vessels Property and Administration,
- Shipyards,
- Technical Regulation on Maritime Transport.

Some functions of the Ministry of Transport are performed by the **Coast Guard**, the organization of which is described in the follow chart:



Thanks to its 13 Maritime Directorate and 50 Harbour Offices, the Coast Guard operates its tasks:

- Search and Rescue,
- Safety of Navigation (port state control, flag state control)
- Marine environment protection (with the Environment Ministry)
- Maritime Police
- VTS

On the 1st January 2004 the Italian fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Tankers	216	2.554.159,89	-
Bulk Carriers	42	1.456.933,03	-
Passengers ships	194	1.819.209,82	-
General cargo, container	119	2.741.886,37	-
Other	258	439.141,29	-
Total	829	9.011.330,40	-

The Italian Merchant Ships fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	866	8.290.192	17
01.01.2002	921	8.650.786	16
01.01.2003	912	9.083.560	16
01.01.2004	829	9.011.330,40	-

The Italian administration relies on the Coast Guard for port state and flag state inspections. The number of full time appointed port state officers is 60. Whilst for flag state inspections, the officers are chosen among all those qualified for PSC.

The Italian administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	GL	RINA
SOLAS 74	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X
MARPOL 73/78 Annex IV				
MARPOL 73/78 Annex VI				
COLREG 72				
TONNAGE 69				
LL 66	X	X	X	X

The Italian Maritime Administration relies upon ABS, BV RINA spa and GL, to undertake the inspections and surveys relevant to the following certificates issued by the Italian Maritime Authority:

Passenger Ship Safety Certificate;

Cargo Ship Safety Equipment Certificate;

High Speed Craft Safety Certificate;

Permit to Operate High Speed Craft;

Document of Compliance;

Safety Management Certificate;

Exemption Certificate relevant to the above Certificates.

The Italian Administration delegates the recognized organizations ABS, BV RINA spa and GL to issue the following certificates:

Load Lines Certificate;

Cargo Ships Safety Construction Certificate;

COF Certificate

ICOFC Certificate

COFC Certificate;

ICOFC Certificate

IOPP Certificate;

IPPC Certificate;

Exemption Certificate relevant to the above Certificates.

The task of monitoring the work of R.O. is given to a team of three persons within the Italian Administration. This team carries out the verification and monitoring of the recognized organizations through periodical audits. These organizations provide the Administration with information relevant to the statutory activity carried out on its behalf **every sixth months**.

Monitoring of the activity of these recognized organizations is also ensured by the fact that the above mentioned surveys are carried out by ABS, BV, GL and RINA spa together with the Italian Maritime Authority, which issues the relevant certificates.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	190	13	6.84	-
1997	205	14	6.83	-
1998	189	16	8.47	-
1999	229	18	7.90	0.70
2000	265	19	7.20	0.73
2001	243	13	5.35	0.43
2002	272	10	3.68	-0.11
2003	333	14	4.20	-0.43

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	22	0	0.00	-
1997	27	0	0.00	-
1998	22	2	9.09	2.82
1999	36	1	2.78	3.53
2000	36	2	5.56	5.32
2001	33	3	9.09	5.71
2002	66	2	3.03	5.19
2003	71	2	2.82	4.12

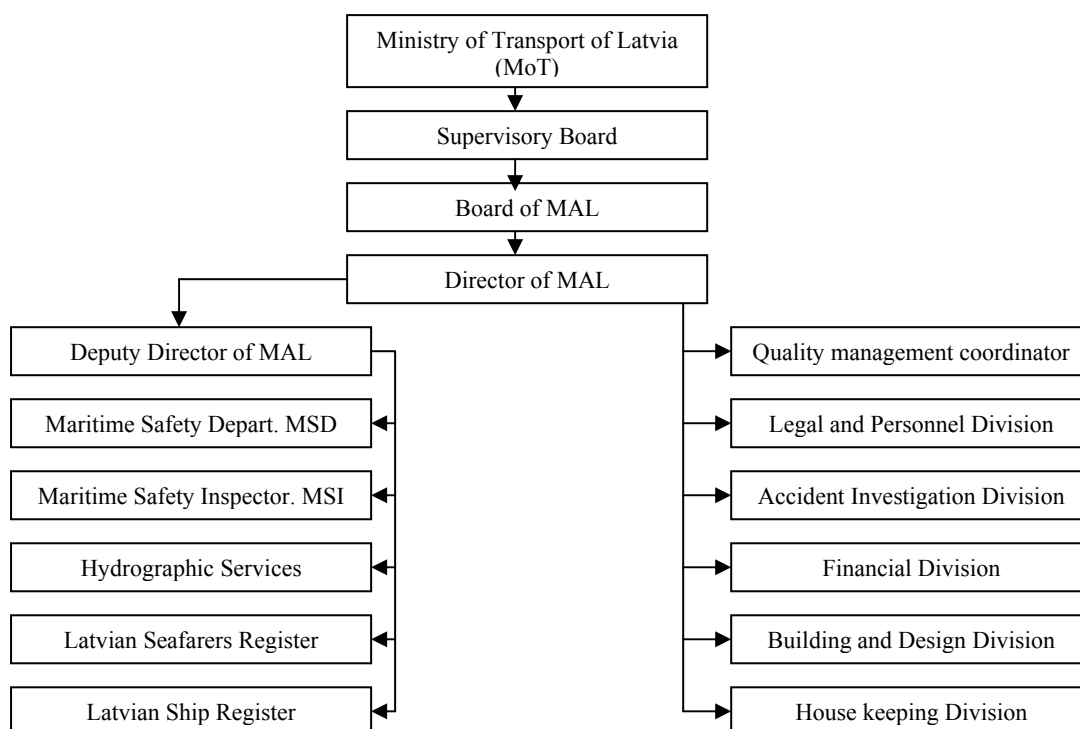
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	50	1	2.00	-
1997	47	3	6.38	-
1998	45	1	2.22	3.52
1999	65	1	1.54	3.18
2000	74	1	1.35	1.63
2001	79	0	0.00	0.92
2002	86	1	1.16	0.84
2003	101	3	2.97	1.50

LATVIA



THE MARITIME ADMINISTRATION OF LATVIA

The Maritime Administration of Latvia is a supervisory authority of the Ministry of Transport; the following picture describes its internal organization:

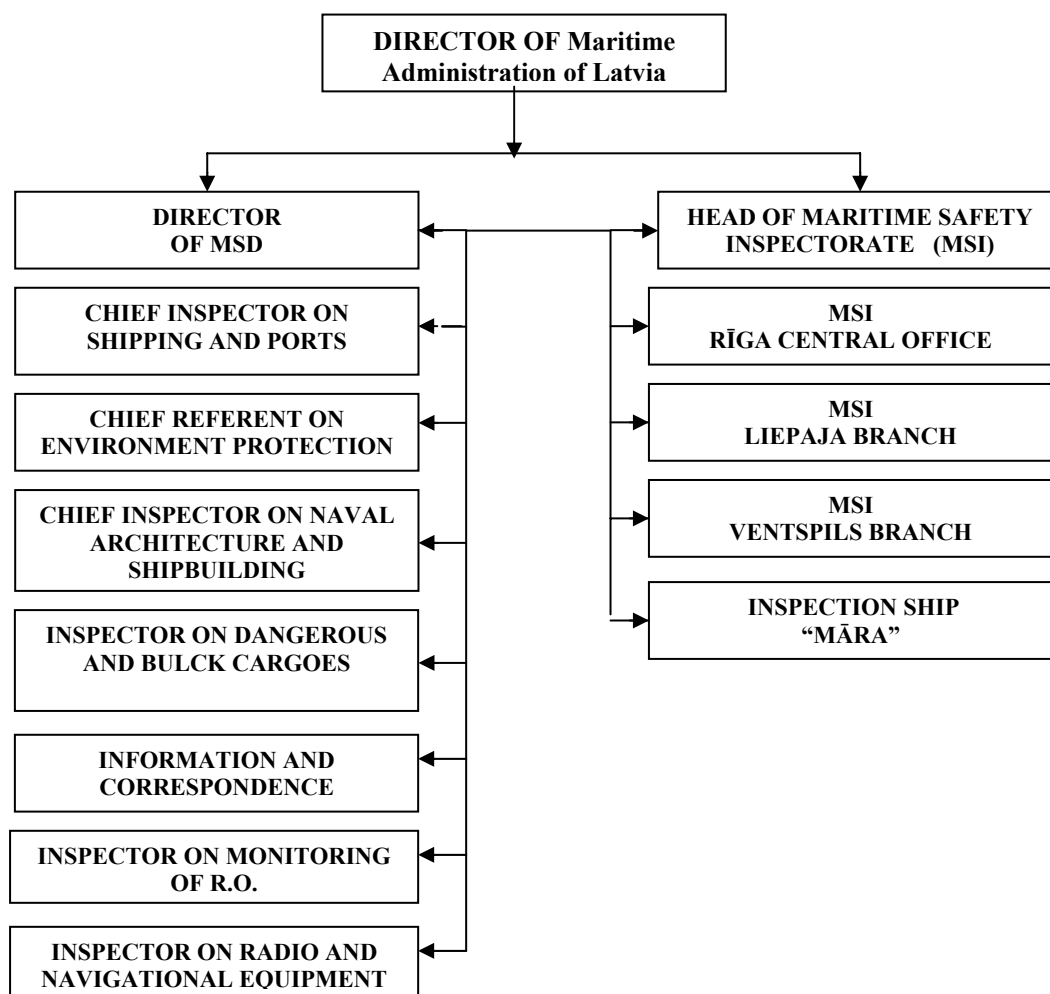


The Maritime Safety Department (MSD) is the structural unit of the MAL assigned to organize and control in Latvia the implementation of the safety standards on ships and ports.

The main tasks of MSD are:

- Safety control of Latvian Flag ships;
- Control of the implementation of the ISM Code on Latvian Flag ships ;
- Approval of the Latvian Flag ships documentation according to the requirements of the International Conventions;
- Port State Control inspections of foreign ships calling Latvian ports;
- Investigation of marine accidents;
- Control of the implementation of regulations of reporting on passengers and on dangerous and/or pollutant goods in Latvian waters;
- Participation in the approval of Port Regulations in regard to maritime safety and control of the execution of these Regulations;
- Certification of Pilots and VTS Operators;
- Approval of the projects of marine infrastructure in regard to maritime safety;
- Participation in the work of IMO and other international organizations on maritime safety;
- Participation in drafting of national legislation on maritime safety and pollution prevention issues;
- Dissemination of maritime legal acts.

The following picture describes the internal organization of MSD and MSI:



The Maritime Safety Inspectorate (MSI) is the structural unit of the Maritime Safety Department, assigned to perform Flag State Control functions on Latvian Flag ships and Port State Control functions on foreign ships calling Latvian ports.

On the 1st January 2004 the Latvian fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Tankers	3	21346	24,67
Refrigerators	3	1766	44,67
Passenger/ro-ro	2	26578	30
General cargo	6	9773	28,83
Research	1	730	41
Fishing	99	35200	21,16
Total	114	95393	

The Latvian Fleet figures for the last four years are as follows:

Year	Type of Ships	Number of Ships	GT	Average age
01.01.2001	Merchant Ships	46	440737	19,09
01.01.2002	Merchant Ships	33	352884	21,27
01.01.2003	Merchant Ships	22	297433	26,64
01.01.2004	Merchant Ships	15	60193	32,13

The Maritime Administration of Latvia sets the tariffs for the services provided in relation to hydrography, maritime safety, prevention of environmental pollution, seamen training and certification. The Minister of Transport approves the tariffs and means of collecting the charges.

Providing the ownership requirements are met, only the following types of vessels may enter the Latvian Ship Register:

- ships with the maximum length of 12 metres and more,
- tugs, auxiliary fleet and passenger ships irrespective of length,
- fishing vessels irrespective of length used for commercial activities at sea,
- Government service ships irrespective of length,
- yachts;

No age restrictions are imposed. However, ships, whose technical condition is not in conformity with international and national maritime safety rules and standards may enter the preliminary registration, providing that in a time period not exceeding six month all the incompliance are eliminated. In such a case, the LSR shall issue the Certificate of Ownership and Interim Certificate of Flag.

The number of surveyors of Latvian Administration is composed as follow:

The Maritime Safety Inspectorate (MSI) has 10 persons as Field Surveyors and one as Technical Support, whilst the Maritime Safety Department (MSD) supplies 7 persons as Technical Support. The technical survey of all Latvian ships except yachts is conducted by the MSI of the Maritime Administration of Latvia (it carries out survey and/or certification services mostly on vessels of GT<500 and issues TONNAGE 69 and LL 66 certificates) or by a respective and authorized classification society.

The Latvian administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR	RS
SOLAS 74	X	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X	X
MARPOL 73/78 Annex IV	X	X	X	X	X	X
MARPOL 73/78 Annex VI				X		
COLREG 72	X	X	X	X	X	X
TONNAGE 69	X	X	X	X	X	X
LL 66	X	X	X	X	X	X

The task of monitoring the work of R.O. is given to a team of two persons within MSD. This task is performed by receiving copies of all certificates issued by RO, monitoring class conditions in RO's databases and analysing reports. It also requires conducting annual inspections on board every vessel for issuing or endorsing Trade Certificates. MSD officers participate in ISM audits of board for issuing SMC and in companies for issuing DOC.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	88	6	6.82	-
1997	82	8	9.76	-
1998	34	5	14.71	-
1999	41	6	14.60	1.40
2000	26	2	7.70	1.32
2001	20	1	5.00	0.83
2002	16	1	6.25	0.46
2003	11	0	0.00	0.31

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	2	1	50.00	-
1997	2	0	0.00	-
1998	1	0	0.00	20.00
1999	6	0	0.00	0.00
2000	10	0	0.00	0.00
2001	3	0	0.00	0.00
2002	0	0	0.00	0.00
2003	3	0	0.00	0.00

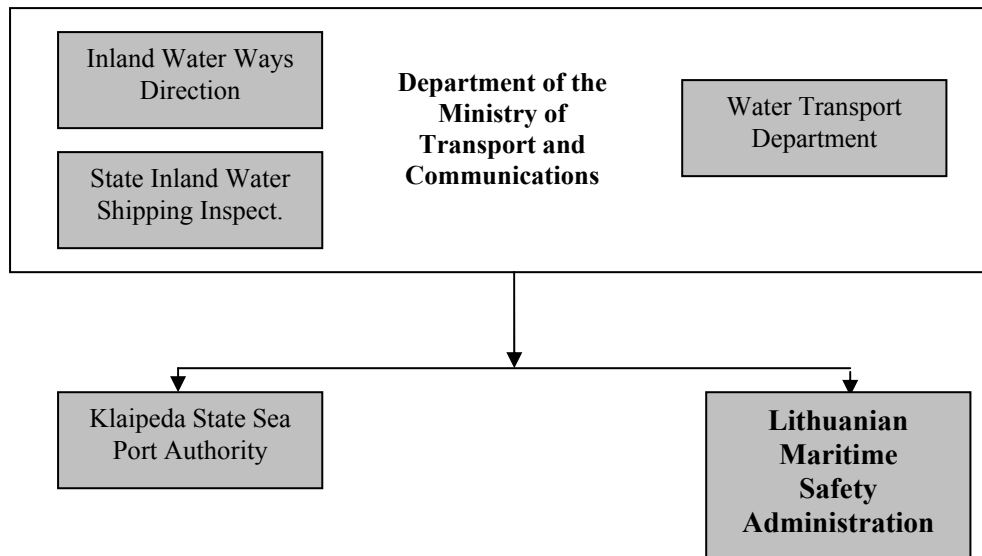
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	21	4	19.05	-
1997	14	1	7.14	-
1998	7	0	0.00	11.90
1999	4	1	25.00	8.00
2000	7	1	14.29	11.11
2001	7	0	0.00	11.11
2002	0	0	0.00	7.14
2003	0	0	0.00	0.00

LITHUANIA



THE MARITIME ADMINISTRATION OF LITHUANIA

Lithuanian Maritime Safety Administration (LMSA) is an institution within the Ministry of Transport and Communication of the Republic of Lithuania. It was established to administer and control maritime safety and pollution from ships' prevention activities. The mission of the organization is to ensure safe navigation and avoid substandard vessels entering and sailing in Lithuanian territorial waters. Its position under the Ministry of Transport and Communications can be represented as follows:

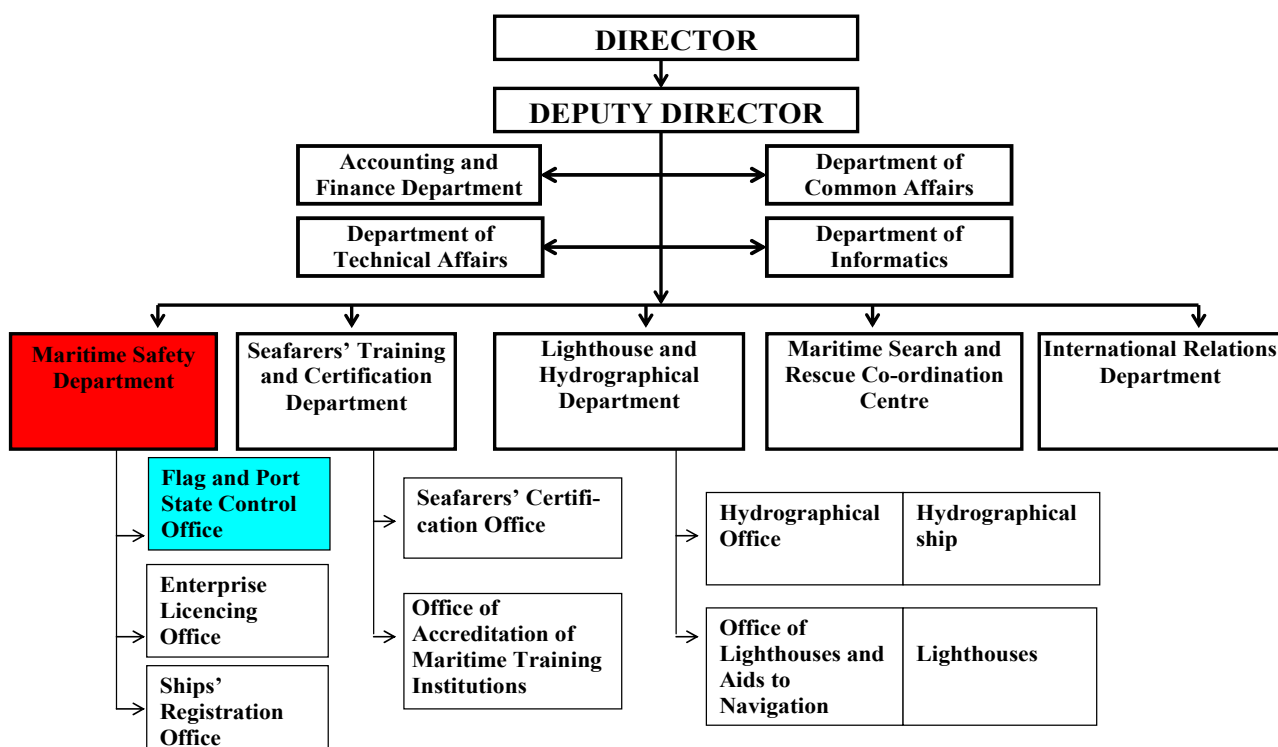


The main tasks of the Administration in the field of maritime safety are as follows:

- Conduct the control of the fulfilment of the maritime safety and prevention of pollution from ships requirements contained in the laws of the Republic of Lithuania, international treaties and other legal acts;
- Register ships flying the flag of the Republic of Lithuania and issue ships' documents;
- Conduct port state control, flag state control of ships flying the state flag of Lithuania;
- Issue seafarers' qualification documents and seamen books, approve the seagoing service;
- Conduct the state hydrographical picture in marine harbours, territorial sea waters and the exclusive economic zone of the Republic of Lithuania, publish hydrographical data;
- Construct, operate and develop navigation equipment, control the functioning thereof; provide navigation and hydro-meteorological information;
- Organise the works related to the liquidation of oil spills and spills of other harmful substances within the territorial sea and the exclusive economic zone of the Republic of Lithuania, control readiness of port authorities and port users as well as companies pursuing their activities in the territorial sea and the exclusive economic zone of the Republic of Lithuania to carry out response action to oil spills and spills of other harmful substances;

- Supervise the activities of authorised classification societies in the Republic of Lithuania;
- Certify companies providing safe shipping related services, training simulation centres and training vessels, simulators, technical supervision bases of the fleet, ship electronics centres and their instructors.

The internal structure of LMSA is presented in the following figure:



On the 1st January 2004 the Lithuanian fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Tankers	3	4.187	27
Bulk carriers	8	79.720	25
Passengers	4	79.717	15
General cargo	32	117.993	18
Other	17	66.501	25
Total	64	348.118	22

The Lithuanian Fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	95	377.942	27
01.01.2002	89	338.154	26
01.01.2003	88	371.810	26
01.01.2004	64	348.118	22

There are no any age limits for registration of vessels at the Register of Seagoing Ships of the Republic of Lithuania under Lithuania's national legislation; furthermore sport and pleasure crafts can't be registered at the Register of Seagoing Ships of the Republic of Lithuania. The port state control and flag state control procedures are performed by the Maritime Safety Department of the LMSA. Main task of port state officers (currently there are **11 flag state and port state control inspectors employed**) is to ensure that vessels entering Lithuanian ports and flying the flag of foreign country are constructed, equipped, manned and operated in accordance with internationally agreed standards and are safe to proceed to sea. LMSA itself performs survey on ISM Code, SOLAS and STCW.

The Lithuanian administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	BV	DNV	PRS	LR	RS
SOLAS 74	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X
MARPOL 73/78 Annex IV			X	X	X
MARPOL 73/78 Annex VI					
COLREG 72		X	X	X	X
TONNAGE 69	X	X	X	X	X
LL 66	X	X	X	X	X

The task of monitoring the work of R.O. is given to six persons within LMSA. Activities of the authorized recognized organizations are inspected in accordance with the provisions of the Plan for the Inspection of Activities. The plan defines the scope and the content of the inspection. The Director of the Administration confirms a Plan for the inspection of activities of the authorized recognized organizations. The monitoring of each R.O. takes place at least once every two years. The following items are inspected:

- how does the R.O. meet the requirements of minimum criteria;
- the data on the inspected and detained ships, which are under supervision of the qualified R.O., either data on accidents of these ships;
- how does the R.O. meet the requirements of the implementation on board quality management system;
- changes of standards and regulations of R.O.;
- results of inspections of Lithuanian ships which are under the supervision of the R.O.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	146	8	5.48	-
1997	112	7	6.25	-
1998	148	16	10.81	-
1999	123	12	9.75	0.97
2000	120	10	8.33	1.14
2001	135	10	7.41	0.82
2002	128	8	6.25	0.57
2003	123	9	7.32	0.50

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	1	0	0.00	-
1997	1	0	0.00	-
1998	1	0	0.00	0.00
1999	1	0	0.00	0.00
2000	2	0	0.00	0.00
2001	1	0	0.00	0.00
2002	5	3	60.00	37.50
2003	4	0	0.00	30.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	14	2	14.29	-
1997	16	2	12.50	-
1998	12	1	8.33	11.90
1999	11	0	0.00	7.69
2000	10	1	10.00	6.06
2001	11	1	9.09	6.25
2002	13	1	7.69	8.82
2003	13	0	0.00	5.41

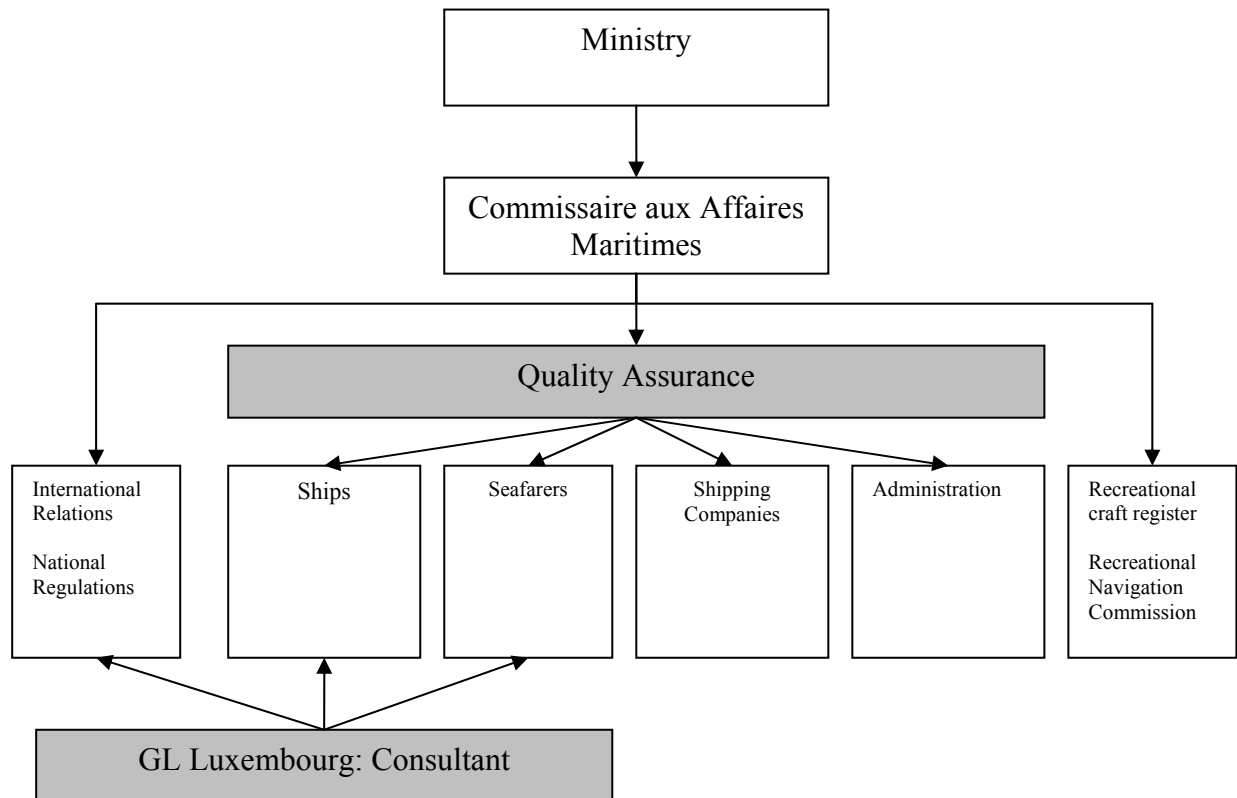
LUXEMBOURG



THE MARITIME ADMINISTRATION OF LUXEMBOURG

By law of November 9th 1990, a Luxembourg Public Maritime Register was created. The same law established the *Commissariat aux Affaires Maritimes* directed by the Commissioner of Maritime Affairs and placed under the authority of the Ministry for Economic Affairs and Foreign Trade.

The following picture shows its organizational structure:



Within the scope of its mission, the *Commissariat aux Affaires Maritimes* is in charge of:

- Shipping companies and their managers
- Seafaring personnel, including issuance of seaman's books and endorsement of certificates according STCW convention
- Ships, comprising ship registration, monitoring and control of ships, compliance with rules and regulations, validity of certificates, manning issues and treatment of safety related non-conformities .

The Commissariat aux Affaires Maritimes is certified according ISO 9001:2000 quality management standards.

The Administration carries out the functions regarding Pre-registration surveys, Flag State Inspections, Safe Manning and type approval.

On the 1st of January 2004 the Luxembourg registered fleet was composed as follows:

Type of Ships	Number of Ships	GT	Average age
Tankers	25	486032	5
Container	9	117095	6
Passenger ship	2	3119	26
Passenger sailing ship	3	9021	8
General cargo	1	1512	11
Barge	1	1159	8
Cable layer	1	8248	13
Pontoon	1	415	3
Tug-supply	2	2620	21
Special craft	2	1206	21
Dredger	9	123260	6
Ro-ro	11	208992	7
Commercial Yacht	39	8194	8
Motor-sail yacht	8	454	16
Motor Yachts	24	2106	9
Total	138	973433	-

For the last years the fleet figures are as follows:

Year	Type of Ships	Number of Ships	GT	Average age
01.01.2001	Merchant Ships	69	1272069	8.6
01.01.2002	Merchant Ships	80	1615199	8
01.01.2003	Merchant Ships	83	1748993	8
01.01.2004	Merchant Ships	67	962679	7.5

For acceptance into the Luxembourg register the ship must be classed by an authorised classification society and only vessels under 15 years of age may be registered for the first time under the Luxembourg flag. Registration is renewed on a yearly basis taking account of performance of the ship and company.

The CAM is staffed by 12 persons including two master mariners, which act as field surveyor as required. For technical support CAM also uses a contracted surveyor, based in Germany that performs flag State inspections on request

The administration has delegated statutory functions in the following classification societies:

Conventions	ABS	BV	DNV	GL	LR	NKK	RINA
SOLAS 74	X	X	X	X	X	X	X
MARPOL 73/78 Annex I-V	X	X	X	X	X	X	X
COLREG 72	X	X	X	X	X	X	X
TONNAGE 69	X	X	X	X	X	X	X

The CAM verifies and monitors the performance of the RO every 24 months. Verification and monitoring is carried out by a team of two agents. The monitoring is based on statistics issued from the Port State Control inspection reports and on an incident investigation procedure following their ISO 9001:2000 certified Quality System procedures.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	30	2	6.67	-
1997	39	2	5.13	-
1998	30	1	3.33	-
1999	44	1	2.30	0.11
2000	57	1	1.80	-0.31
2001	61	2	3.28	-0.41
2002	69	1	1.45	-0.67
2003	66	1	1.52	-0.74

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	13	0	0.00	-
1997	3	0	0.00	-
1998	2	0	0.00	0.00
1999	3	0	0.00	0.00
2000	4	0	0.00	0.00
2001	3	0	0.00	0.00
2002	5	0	0.00	0.00
2003	8	0	0.00	0.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	12	0	0.00	-
1997	15	0	0.00	-
1998	11	0	0.00	0.00
1999	15	0	0.00	0.00
2000	11	0	0.00	0.00
2001	14	0	0.00	0.00
2002	12	0	0.00	0.00
2003	13	0	0.00	0.00

MALTA



THE MARITIME ADMINISTRATION OF MALTA

The Malta Maritime Authority was set up as a distinct and autonomous corporate body to supervise the organisation of the primary maritime services. It was established by law in 1991 and is composed of 3 separate Directorates.

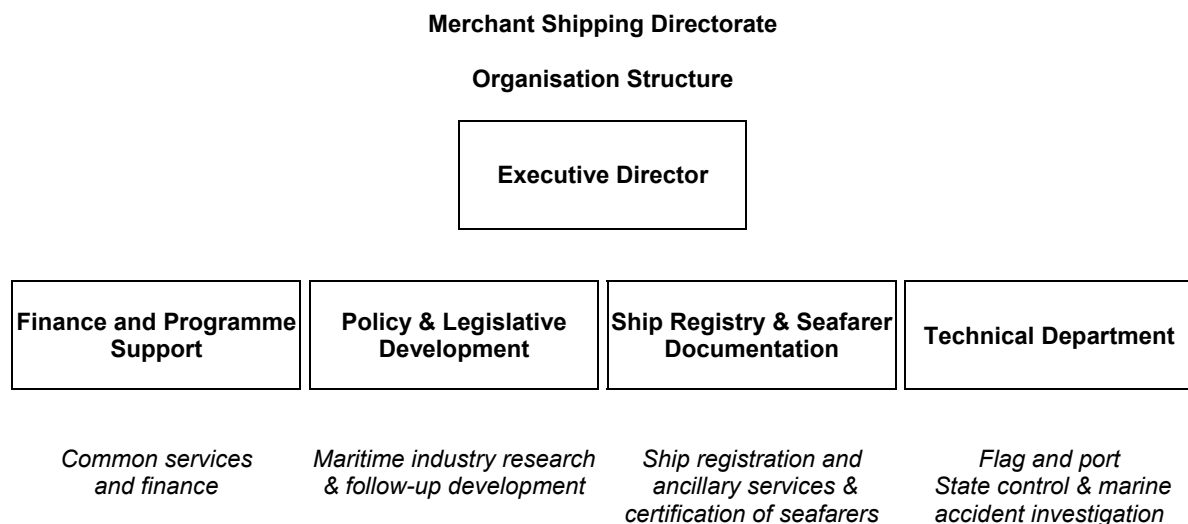
The “**Merchant shipping Directorate**” (MSD) is responsible for all matters related to merchant shipping.

The “**Ports Directorate**”, which is acting as the port authority for all the ports in Malta, has a regulatory and managerial role with regard to navigation and pollution prevention and control in Maltese port areas. The Port reception facilities Directive, as well as the Traffic Monitoring Directive fall under its responsibility.

The **Yachting Centres Directorate** of the Malta Maritime Authority is responsible for the regulation, control, promotion and development of yachting centres and the administration of the registration and operation of small sea-craft.

Taking into account that **most of the functions of the flag State administration are carried out by the Merchant Shipping Directorate (MSD)** this report is only focussing on this directorate.

The MSD is responsible for the registration of ships, the training and certification of seafarers, flag and port State control, the fostering of Malta’s relations in international shipping fora, as well as the administration and implementation of international maritime conventions and agreements. This is illustrated by the following organisational chart:



The MSD is responsible for following flag State related responsibilities:

- flag state control, including on a day to day basis, monitoring the technical operation of Maltese ships, liaison with managers and operators of Maltese ships, authorised classification societies and overseas flag State inspectors
- port state control, including inspection of ships, irrespective of flag, going to sea from Maltese ports
- seafarer training and certification, including liaison with and monitoring and certification of training institutions, co-ordination and supervision of examinations, issue and endorsement of certificates of competency, other STCW matters
- seafarer relations, including safe manning of ships, working conditions and conditions of employment, ILO related matters
- investigations, including follow-up of contravention by and detention of Maltese ships, ISM audits, casualty investigation, liaison with external bodies in relation thereto
- external relations, including on a long-term basis, relations with authorised classification societies, flag State inspectors, international organisations and national administrations on technical matters.

MSD has **113 non exclusive inspectors** under contract, operating in 61 countries and, acting on a case by case basis upon request of the department.

On 1st January 2004 the Maltese Fleet, considering vessels of 100 GT and above, had the following composition:

Vessel Type	Number	Gross Tonnage	Average Age
Bulk Carriers	452	11.333.131	17.47
Containerships	55	985.374	17.69
General Cargo	372	2.536.469	18.27
Passenger	52	87.481	21.60
Reefer	46	334.531	20.41
Ro/Ro	51	641.791	20.69
Tankers	288	9.519.766	16.21
Others	10	585.654	20.83
Total	1421	25.524.199	18.04

The Maltese Fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	1668	28.348.321	19.15
01.01.2002	1584	27.039.452	18.82
01.01.2003	1524	27.205.136	18.31
01.01.2004	1495	25.910.542	18.10

As foreseen in the Maltese action plan the *Technical Department has been restructured into 8 small units*. Three of them are involved in flag State control, one supervises the overseas network of inspectors, one deals with ship manning, one with casualty investigation, one with port State control and one is providing clerical support to the other units. All the units operate under the overall co-ordination and responsibility of a Technical Manager, a master mariner with extensive seagoing and shore experience. The Technical Manager reports directly to the Executive Director of Merchant Shipping Directorate.

The core of the Department is thus composed of a number of technical personnel at inspector level with specialisation in different fields, supported by executive, secretarial and clerical staff. A world wide network of inspectors provides on a regular basis, a wide range of technical services on the specific instructions of the Directorate.

The MMA has entirely delegated survey and certification functions to IMO recognized organizations for all flag State related tasks under the SOLAS, MARPOL, LL, COLREG, MODU and Tonnage Measurement conventions. However the Administration performs itself the statutory certification with regard to the Cargo Securing Manual, SOPEP, International Tonnage Certificate, Certificate for masters, officers or ratings, Certificate of insurance/financial certificate, Permit to, operate (DSC/HSC Code) and the Minimum Safe Manning Certificate.

At this stage the Administration is still relying on the following organizations for statutory certification on its behalf:

American Bureau of Shipping	ABS
Bulgarian Register of Shipping	BRS
Bureau Veritas	BV
China Classification Society	CS
Croatian register of Shipping	CRS
Det Norske Veritas	DNV
Germanischer Lloyd	GL
Hellenic Register of Shipping	HRS
Korean Register of Shipping	KRS
Lloyds Register of Shipping	LRS
Nippon Kaiji Kyokai	NKK
Polish Register of Shipping	PRS
Registro Italiano Navale	RINA
Russian Maritime Register of Shipping	RMRS

Conventions	ABS	BV	CCS	DNV	GL	KR	LR	NK	RINA	RS
SOLAS 74	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78 I	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78 II	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78 IV										
MARPOL 73/78 VI										
COLREG 72	X	X	X	X	X	X	X	X	X	X
TONNAGE 69	X	X	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X	X	X

The task of monitoring of R.O. is performed within the Technical Department.

The Malta Maritime Authority, Merchant Shipping Directorate operate a system, introduced in 1993, of conducting random inspections of Maltese ships world wide using the services of its own network of inspectors. These inspections are in addition to regular statutory surveys carried out by R.O. and effectuated on specific instructions of the Directorate.

Flag State inspections are in addition to the statutory surveys carried out by the recognised organisations and performed on the specific instructions of the Directorate. To this end the MMA is assisted by a global network of more than hundred inspectors located in more than sixty countries worldwide.

All assigned inspectors are constantly monitored through the inspection report received as well as their communication on detainable items and performance in general.

There is constant communication regarding any lack or incompleteness noted in their work. Occasionally, complaints are received from managers/owners/masters regarding the conduct of the inspector during a Flag State Inspection.

These are forwarded to the inspector requesting his/her comments. If any wrong conduct can be ascertained, the inspector is warned accordingly, though it is usually difficult to come to a conclusion. Authorisations are usually reduced for a time and the inspector is monitored closely.

Vessels are matched with general targeting criteria in order to ascertain priority for inspection. This is as follows:

- Annual inspection: - all passenger vessels (irrespective of age)
- all vessels 15 years and over,
- oil tankers 10 years and over.
- Bi-annual inspection: - oil tankers under 10 years,
- all other vessels under 15 years.

Flag State inspections are in some occasions linked with the specific Maltese registration system.

- Ships of 15 years and over, but under 20 years, must pass an inspection by an authorised flag state inspector before or within a month of provisional registration; and
- Ships of 20 years and over but less than 25 years, must pass an inspection by an authorised flag state inspector prior to being provisionally registered.
- As a rule trading ships of 25 years and over are not registered.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	1019	143	14.03	-
1997	1245	152	12.21	-
1998	1409	148	10.50	-
1999	1571	167	10.63	2.09
2000	1760	208	11.81	2.10
2001	1603	152	9.48	1.99
2002	1637	121	7.39	1.65
2003	1456	91	6.25	1.04

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	228	22	9.65	-
1997	237	18	7.59	-
1998	255	38	14.90	10.83
1999	273	23	8.42	10.33
2000	408	29	7.11	9.62
2001	408	28	6.86	7.35
2002	455	31	6.81	6.92
2003	492	33	6.71	6.79

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	314	33	10.51	-
1997	365	38	10.41	-
1998	418	26	6.22	8.84
1999	381	14	3.67	6.70
2000	421	18	4.28	4.75
2001	437	13	2.97	3.63
2002	390	17	4.36	3.85
2003	390	13	3.33	3.53

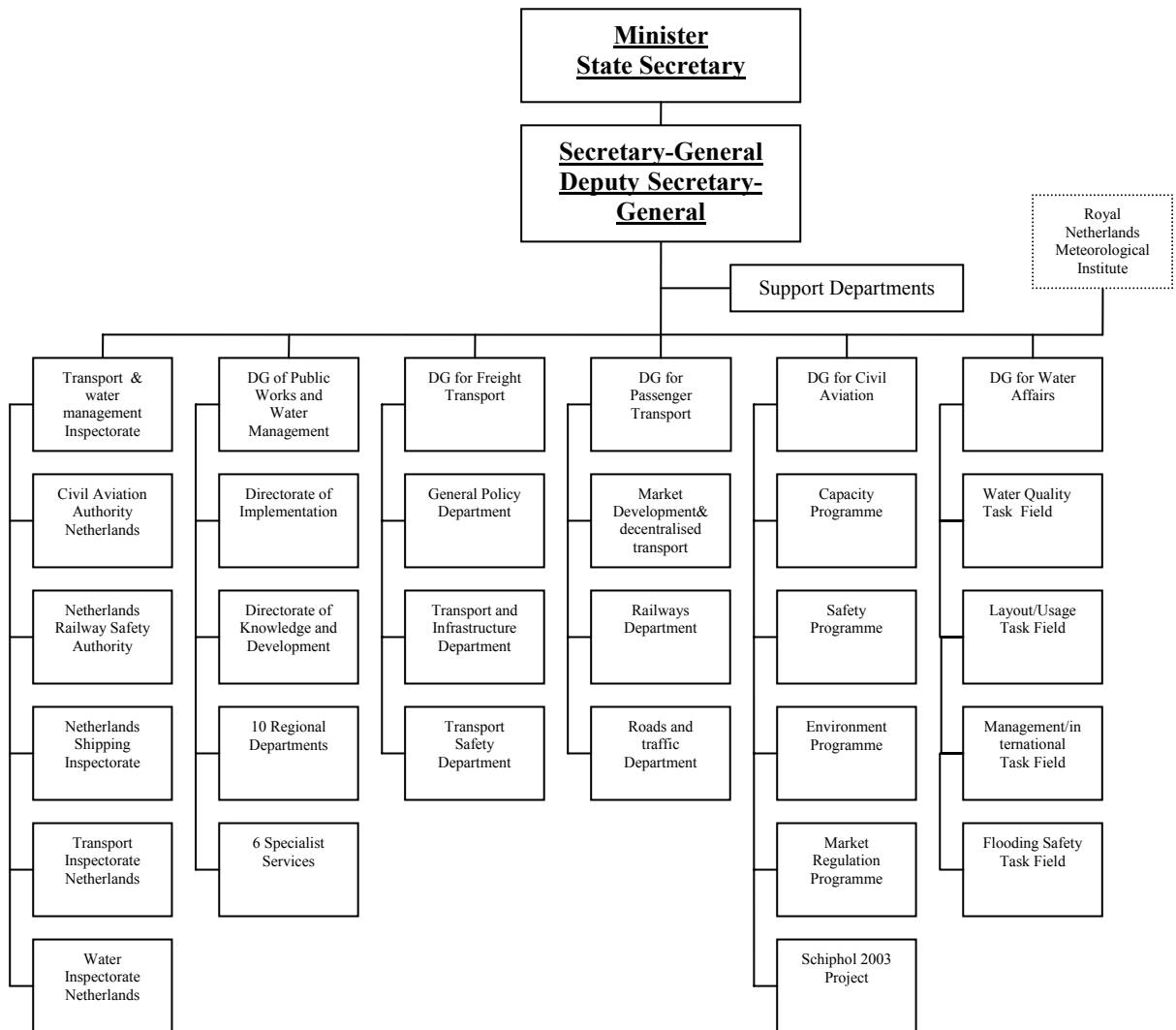
NETHERLANDS



THE MARITIME ADMINISTRATION OF THE NETHERLANDS

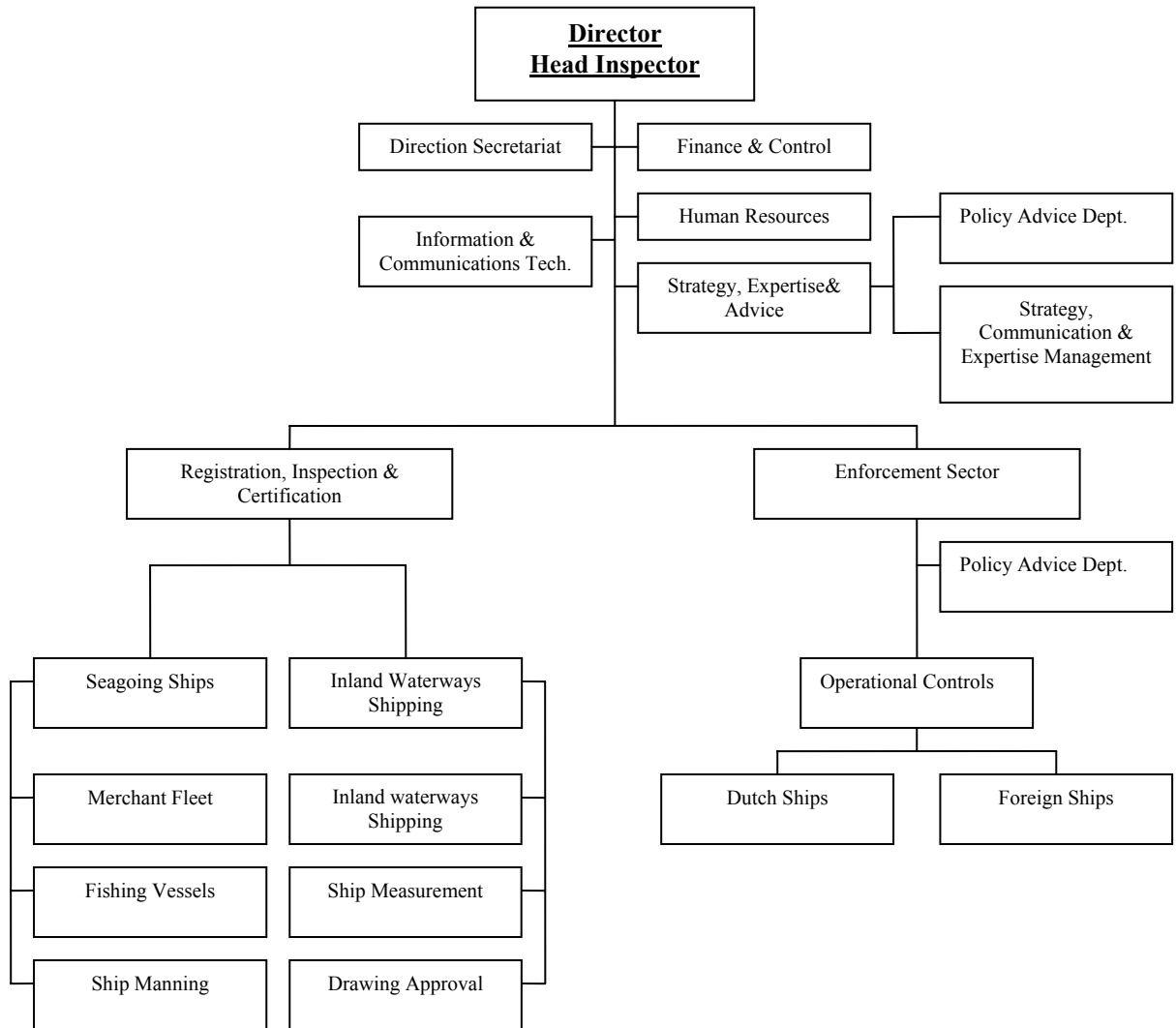
The Ministry of Transport, Public Works and Water Management consists of a Directorate-General for Public Works and Water Management, a Directorate-General (DG) for Passenger Transport, a DG for Freight Transport, a DG for Civil Aviation and a DG for Water Affairs. The Royal Netherlands Meteorological Institute (KNMI) is an agency and as such has an independent position within the Ministry. The Shipping Inspectorate and State Traffic Inspectorate have been integrated into the Transport, Public Works and Water Management Inspectorate.

The following picture shows its position within the Ministry:



The Netherlands Shipping Inspectorate is responsible for flag state and port state control inspections, certification of seafarers and ship registration.

The NSI is organised as follows:



The fleet composition as on the 1st of January 2004 was as follows:

Fleet composition Merchant Ships > 100 GT on 31-12-2003			
Type of Ship	Number of Ships	GT per Type	Average Age per Type
Dredgers	6	5530	1989
Salvage vessels	3	1219	1982
Supply vessels	11	8272	1976
Mobile drilling units	2	11484	1978
Bulk carriers	4	13888	1993
CHEMICAL/OIL TANKER,TYPE 1	3	26332	1998
CHEMICAL/OILTANKER,TYPE 2	32	314613	1993
CHEMICAL/OILTANKER,TYPE 3	5	86462	1994
CHEMICAL TANKER,TYPE 1	1	1810	2000
CONTAINERSHIP	76	1497122	1995
General cargo ship	221	900489	1994
General cargo ship (BULK)	112	334337	1994
General cargo ship (piecegoods)	12	89696	1991
CRUDE-OIL TANKER	1	248	1959
CRUDE/PRODUCT TANKER	1	2456	1988
CRUISESHIP	8	442624	1995
ELEVATORPONTOON	3	1056	1970
Bucket dredger	5	3165	1968
GASTANKER,TYPE 2G	7	28382	1995
GASTANKER,TYPE 2PG	5	8756	1988
GASTANKER,TYPE 3G	2	8613	1991
HOPPER dredger	53	322062	1984
Reefers	36	271964	1992
Tugs	82	29958	1983
Pilot vessels	5	3748	1972
OFFSHORE-SUPPORT SHIP	9	9677	1974
Hoppers	3	3005	1972
Government vessels	33	11867	1990
Dredgers	22	17728	1978
PASSENGERSHIP	6	202135	1995
Sounding vessels	6	3697	1975
Tenders	1	380	1950
PONTOON	23	14432	1993
PRODUCT TANKER	3	11413	2000
RORO-SHIP	12	177219	1995
Tugs	9	1827	1990
Tug/salvage vessels	7	1631	1995
Trailing hopper suction dredger	17	104374	1988
Cutter suction dredger	22	26386	1981
Omnibarge	19	12096	1983
Stone dump vessels	11	44347	1973
Tanker	3	12370	1999
Transport Pontoon	79	108397	1983
Ferry	7	176912	1992
Cargo ship	65	261578	1995
Work pontoon	62	55448	1986
Sailing Passenger ship	34	6896	1939
Heavy cargo ship	16	181969	1991
Total	1165		

Source: NSI

The Netherlands Merchant fleet figures for the last four years are as follows:

Number of Merchant Ships > 100 GT			
Date	Number of Ships	Total GT	Average Age
31/12/2003	1165	5860070	1988
31/12/2002	1198	5649266	1987
31/12/2001	1093	5286236	1986
31/12/2000	1005	4749523	1985

Source: NSI

For acceptance into the Netherlands ship registry the vessels must be classified by an EU recognized organization and fully comply with the requirements of the international conventions. There are no limits for the vessels age.

The number of surveyors of the Netherlands Shipping Inspectorate dealing with merchant ships is distributed as follows:

Department	Personnel
Flag state surveys & Port State Control inspections	4 team leaders 30 surveyors Also in charge of supervision of the enforcement of EC directives(marine equipment, ro-ro passenger ships, port reception facilities, etc)
Measuring	1 team lader 9 surveyors
Radio	7 surveyors
Drawings	1 team leader 10 surveyors Note: This department is covering merchant ships, inland waterways vessels and fishing vessels. The workload relating merchant ships amounts about 45% of the total.
Manning	1 team leader 1 surveyor 10 issuance of seafarer's documents and endorsements Besides examining manning plans, this department issues the required seafarer's documents and endorsements.
Expertise and advice	14 advisors (including legal,ships registry, medical, security and Ship Check(expert system))

Source: NSI

The Netherlands maritime Administration has recognised the following Classification Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR	NKK	RINA
SOLAS 74	X	X	X	X	X	X	X
MARPOL 73/78	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X

The delegation includes ISM audits for SMC and DOC, all safety construction surveys except structural fire protection, inclining test, noise measurement, bilge suction systems, engine room and bridge automation and provisions related to the carriage of dangerous goods, all safety equipment surveys, except the initial survey

and all MARPOL surveys, except the initial survey. These surveys are carried out by the NSI as well as all certification.

Flag state surveyors are carrying audits at the local offices of the authorised Classification Societies on the basis of the contract between the NSI and the CS. These audits are carried out at least once in two years. In addition, during flag state inspections the NSI surveyors are carrying out random checks on the work delegated to the Classification Societies

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	561	21	3.74	-
1997	685	22	3.21	-
1998	712	21	2.95	-
1999	788	23	2.90	-1.10
2000	884	38	4.29	-0.96
2001	945	23	2.43	-1.05
2002	1032	39	3.78	-0.96
2003	1007	22	2.18	-1.21

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	121	1	0.83	-
1997	136	2	1.47	-
1998	169	1	0.59	1.23
1999	101	2	1.98	1.23
2000	117	3	2.56	1.55
2001	118	1	0.85	1.79
2002	148	7	4.73	2.87
2003	126	6	4.76	3.57

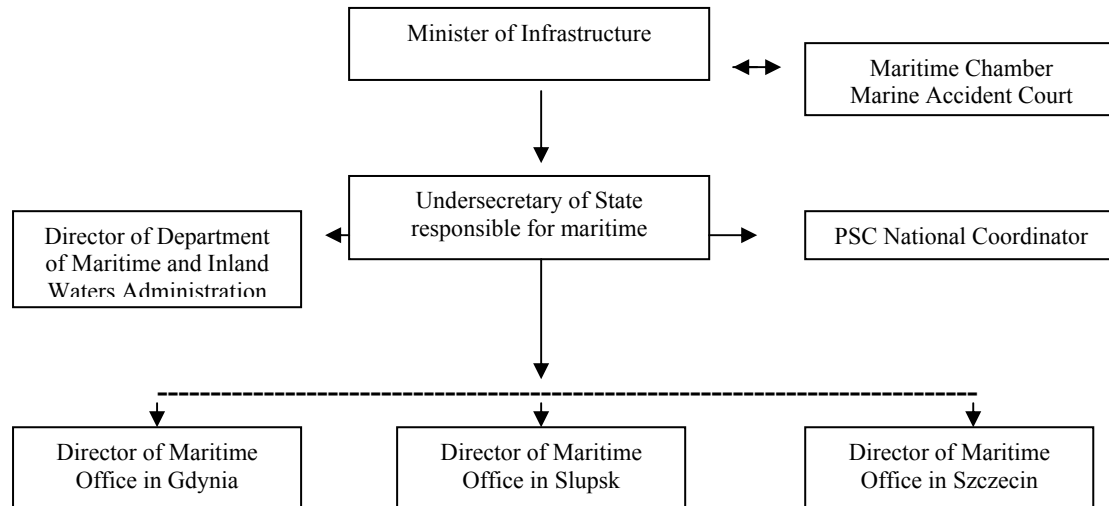
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	113	1	0.88	-
1997	130	3	2.31	-
1998	147	3	2.04	1.79
1999	162	0	0.00	1.37
2000	163	0	0.00	0.64
2001	175	1	0.57	0.20
2002	162	1	0.62	0.40
2003	159	1	0.63	0.60

POLAND



THE MARITIME ADMINISTRATION OF POLAND

The Maritime and Inland Water Administration is the competent authority of the Ministry of Infrastructure for maritime related issue in Poland; the following picture describes its internal organization:



The Department's tasks cover conducting issues regarding maritime and inland administration and the protection of the sovereign laws of the Republic of Poland in Polish sea areas, and particularly:

- 1) Supervision of the public-legal activity of maritime offices and the offices of inland navigation,
- 2) Conducting issues related to inland waterways regarding inland navigation and the security of transport of persons and goods by vessels in inland navigation,
- 3) Conducting issues regarding the security of navigation of maritime vessels and the security of navigation traffic on inland waterways,
- 4) Conducting issues related to the classification supervision of maritime and inland vessels within the tasks of the Department,
- 5) Supervision of the issues related to the temporary change of state designation of vessels,
- 6) Conducting issues related to search and rescue of life at sea,
- 7) Supervision of the activity of the Minister's delegates at sea chambers,
- 8) Supervision of sea chambers in the scope provided in the Act on sea chambers and ensuring the keeping of ship registers,
- 9) Coordination of issues related to the protection of the marine environment against pollution by vessels and to fighting catastrophic spillage on the sea,
- 10) Conducting issues regarding the protection of the coastline and the coordination of tasks related to anti-ice and anti-storm actions,
- 11) Conducting issues related to the exploitation of inanimate sea bed resources within the competence of the Minister,
- 12) Conducting issues and supervision of the implementation of accepted maritime conventions and conventions and resolutions related to the security of navigation traffic on inland waterways,
- 13) Cooperation with international organizations regarding the formation and

unification of maritime law and maritime law and regarding the unification of technical requirements for inland vessels and the security of navigation traffic on inland waterways,

14) Conducting issues regarding maritime labour law, the implementation and supervision of the implementation of international conventions, agreements, contracts and recommendations in the job relations of the seamen,

15) Conducting issues related to Poland's participation in international organizations within the tasks of the Department,

16) Cooperation with the Centre for Cooperation with the International Maritime Organization (IMO),

17) Cooperation with Polski Rejestr Statków S.A. regarding the technical security of sea and inland vessels and Transport Technical Supervision,

18) Conducting, in cooperation with the HR Bureau and the body authorized by the Minister, the issues related to the approval, under the EU definition, of the qualifications in regulated professions, in the scope of competence of the Department,

19) Conducting issues related to the administrative decisions within the material competence of the Department,

20) Conducting application activities in the legal and institutional fields related to the EU membership and, upon Poland obtaining membership, in the scope of decision-making processes, in cooperation with the appropriate organizational units of the Ministry,

21) Conducting tasks related to the implementation and use of community law, initiating changes and executing analyses in this scope,

22) Participation in the topical work of working groups of the Ministry, the EU Council, working bodies and other structures of the EU,

23) Executing the evaluations and analyses necessary to prepare the position of the government department on European issues,

24) Conducting, in cooperation with the Department of International Cooperation and European Issues, matters related to international cooperation, including international agreements,

25) Cooperation with the Department of Infrastructure Financing and European Funds regarding the preparation, implementation and evaluation of the projects and programs co-financed from MIF funds and, pursuant to bilateral agreements, in the scope of competence of the Department,

26) Cooperation with the Department of Programming and Strategy regarding programming projects implemented in the scope of EU funds,

27) Cooperation with the Department of Programming and Strategy and the Department of Infrastructure Financing and European Funds on the process of verification of applications and the implementation of projects within EU assistance funds, including the participation in the work of tender commissions (as an observer),

28) Conducting the monitoring and financial control of structural funds and Cohesion Fund at the use of the SIMIK system, in the scope of competence of the Department,

29) Cooperation with the Department of Budget and Economic Analysis in the field of public statistics and applying EU standards,

30) Cooperation with the Department of Programming and Strategy regarding the normalization, certification and system of compliance evaluation as well as environmental protection,

31) Cooperation with the Department of Architecture and Construction regarding approval for deviations from technical-construction provisions in the scope of technical conditions which are to correspond to marine hydrotechnical buildings and

their use,

32) Cooperation with the Department of Maritime Transport in the scope of the implementation of the provisions of the SOLAS Convention related to the Code of Protection of Vessels and Port Objects, including issues related to the system of the Automatic Identification of Vessels (AIS) and the history record of the vessel,

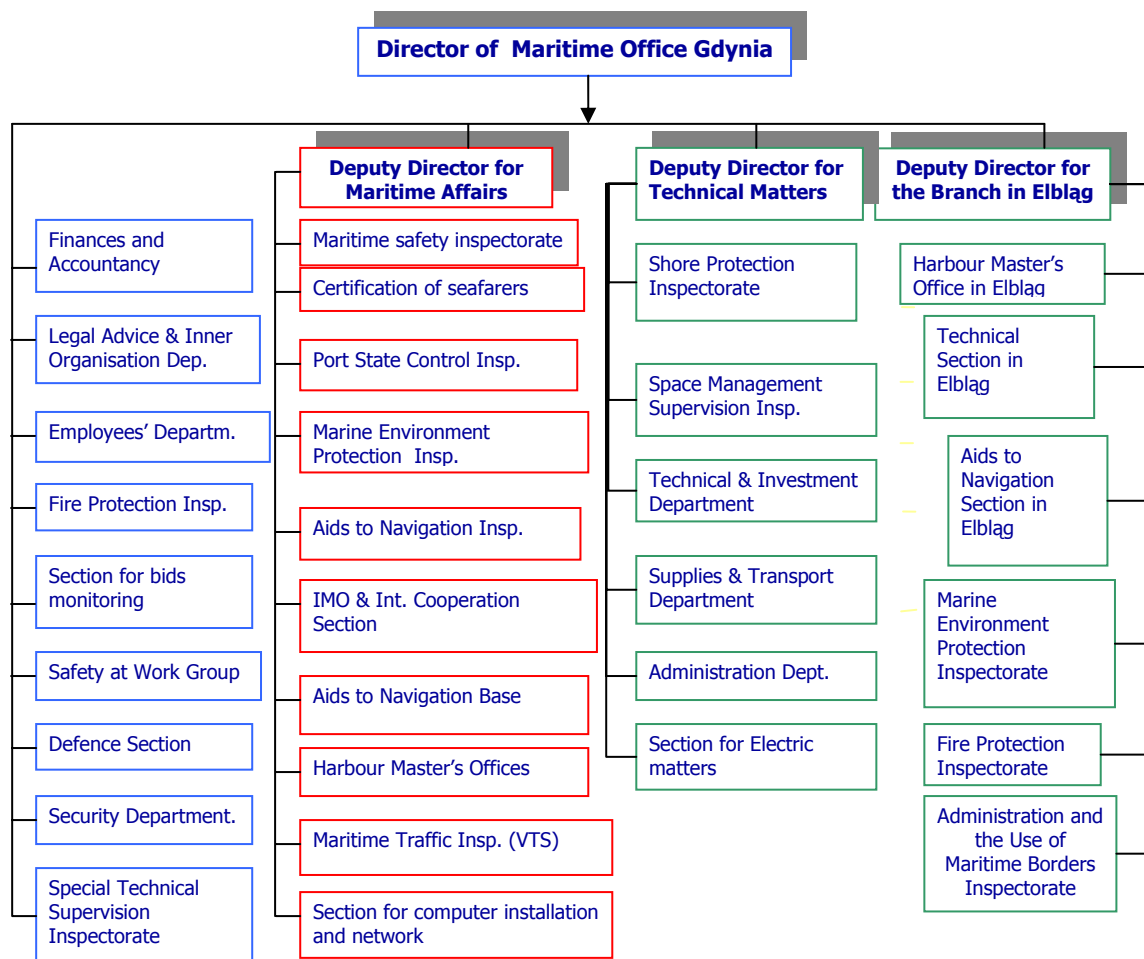
33) Cooperation with the Department of Defence regarding security and the security readiness of the country,

34) Drafting of periodic information and analyses in the scope of the coordination of internal and external control within the scope defined by the Department of Control.

The Department is composed of the:

- 1) Division of Inland Administration,
- 2) Division of Navigation Security,
- 3) Division of Maritime Law,
- 4) Division of Environmental Protection and Coastline,
- 5) Position for Europe and Cooperation with International Organisations,
- 6) Position for Cooperation with Transport Technical Supervision,
- 7) Position for the Structural Instruments of the European Union.

Each one of the three Directorates has roughly the same organization; there are slightly differences in structure but the responsibilities, duties and functions are the same:



Each Director of Maritime Office is a territorial authority of the maritime administration subordinate to the Minister responsible for maritime economy. Among other functions, the Maritime Offices perform Flag State Control functions on Polish Flag ships and Port State Control functions on foreign ships calling Polish ports. Port State Control National Coordinator is appointed by the Minister and the PSC officers work in the maritime offices on the coast.

On the 1st January 2004 the Polish fleet (considering only ships with GT>100) had the following composition:

Type	Number	Total GT	Average age
barge	16	8,395.4	28.7
bulk carrier	4	56,803.0	13.8
cargo ship	1	16,697.0	19.0
chemical tanker	1	1,640.0	24.0
dredger	4	5,046.0	30.3
drilling rig	1	5,279.0	23.0
ferry	11	9,230.6	16.6
floating crane	5	17,926.9	42.0
general cargo	4	18,878.0	23.8
hydrographic cutter	1	111.2	9.0
oil tanker	2	1,692.0	25.0
passenger	17	12,966.8	30.2
pushing vessel	3	364.6	27.3
ro-ro cargo	1	14,786.0	24.0
scientific-fishing	1	614.0	10.0
buoy tender	3	1,768.6	18.3
tanker	8	6,671.0	47.4
training ship	3	4,821.0	10.0
tug	12	6,284.1	31.0
Total	98	189,975.2	23.9

The Polish Fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	51	765,404.0	23.8
01.01.2002	33	412,087.0	22.6
01.01.2003	87	139,947.8	31.8
01.01.2004	98	189,975.2	23.9

The number of surveyors of Polish Administration is composed as follow:

	Szczecin	Słupsk	Gdynia	TOTAL
Field surveyors	12	8	7	27
Technical support (office)	3	1	2	6
Non exclusive inspectors	0	0	0	0
Persons working on casualty investigation	2	4	8	14
Persons working on monitoring of R.O.	3	2	2	7
Port State Control officers	4	4	7	15

Survey and/or certification of Polish vessels are carried out by the Polish Administration when referring to the following conventions: SOLAS 74, SOLAS Protocol 78, COLREG 72 and UNCLOS. The only authorised classification society is the Polski Rejestr Statkow; it acts on behalf of Polish Administration for the following conventions:

Conventions	PRS
SOLAS 74	X
COLREG 72	X
TONNAGE 69	X
LL 66	X

The task of monitoring the work of R.O. is given to a team of seven persons working in the three Directorates. This task is performed monitoring the classification society with an audit every two years.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	186	16	8.60	-
1997	159	6	3.77	-
1998	130	9	6.92	-
1999	118	6	5.10	0.08
2000	104	5	4.80	0.22
2001	63	1	1.59	-0.05
2002	44	3	6.82	0.06
2003	59	3	5.08	0.11

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	28	1	3.57	-
1997	12	1	8.53	-
1998	4	1	25.00	-
1999	2	0	0.00	11.11
2000	2	1	50.00	25.00
2001	4	0	0.00	12.50
2002	0	0	0.00	16.67
2003	1	1	100.00	20.00

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	66	1	1.52	-
1997	73	3	4.11	-
1998	50	0	0	2.11
1999	42	0	0	1.81
2000	31	0	0	0.00
2001	23	0	0	0.00
2002	10	0	0	0.00
2003	5	0	0	0.00

PORTUGAL



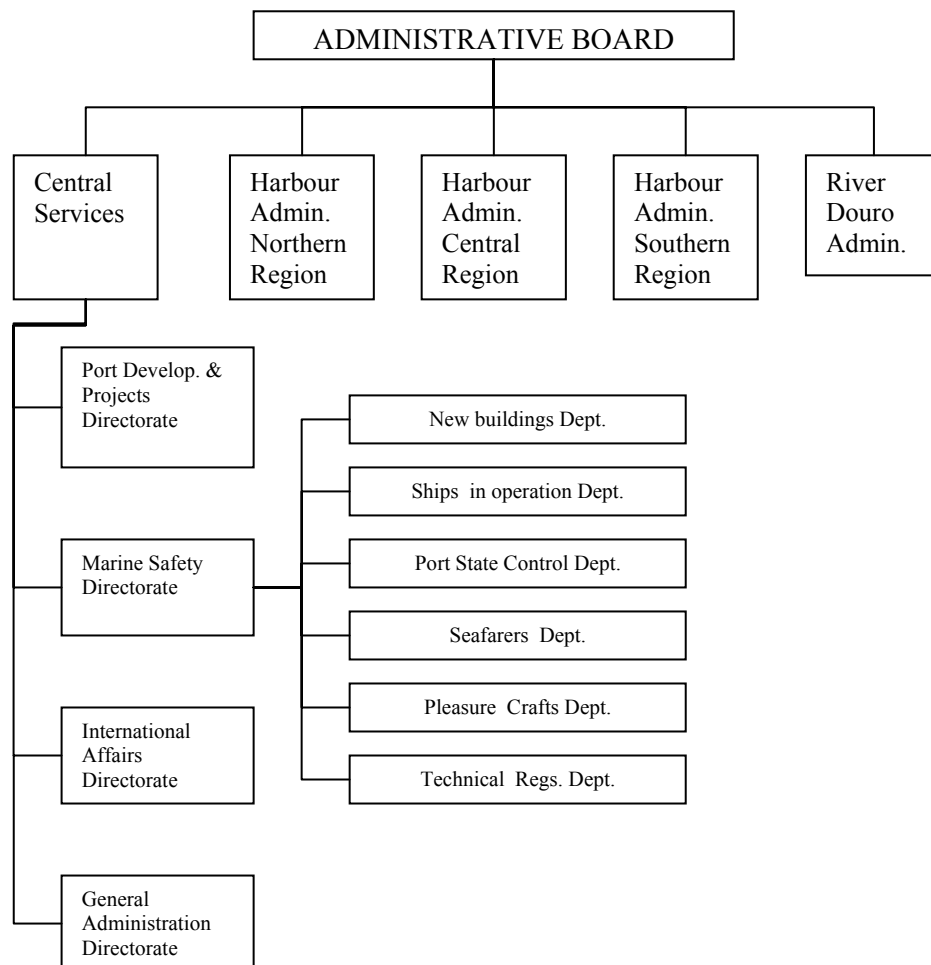
THE MARITIME ADMINISTRATION OF PORTUGAL

The *Instituto Português e dos Transportes Marítimos* (IPTM) is a public institution under the supervision of the Ministry of Public Works. Its mission is to supervise, organize and inspect the maritime sector, including ports and port activities.

The main tasks of IPTM are:

- Surveying and certification of the Portuguese fleet
- Port State control inspections
- Certification of Seafarers
- Investigation of Marine accidents
- Participation in the work of IMO and other international organizations on maritime safety
- Participation in drafting national legislation on maritime safety and pollution prevention issues
- Vessel Traffic Control

A simplified chart of IPTM is shown :



Portugal runs two ship's registers. The following tables show the fleet figures as of 1st December 2003 (source: Armadores e Navios, IPTM, Dec.2003):

- Conventional Register

Type of Ships	Number of Ships	GT	Average age
General Cargo	2	6971	-
Barges	2	6755	-
Container ship	10	47384	-
Bulk carriers	2	79105	-
Total	16	137012	-

- Second Register: Madeira:(Rinamar)

Type of Ships	Number of Ships	GT	Average age
Other	2	2609.00	-
Chemical tanker	17	52158.00	-
Gas tanker	7	25843.60	-
Vehicle carrier	10	90470.00	-
Container	23	73687.00	-
Oil tanker	8	413053.00	-
Bulkcarrier	9	82939.90	-
Gen dry cargo	25	76588.00	-
Passenger	16	109873.70	-
Total	117	927222.20	-

In 2003, the number of Port State Control inspectors was 10.

The maritime Administration of Portugal has recognised the following Classification Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	CCS	DNV	GL	HRS	LR	NKK	KR	RINA	RINA VE	RS
SOLAS 74	X	X	X	X	X	X	X	X	X	X	X	X
MARPOL 73/78	X	X	X	X	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X	X	X	X	X

The scope of delegation is as follows:

- Conventional register:
 - Initial and renewal surveys for Safety Construction Certificate, Fitness Certificate (GC, BC and BCH codes), NLS certificate, and Load lines certificate;
 - Inspection of the outside of the ship's bottom.

- Second register:
 - All surveys and certificates issued under SOLAS, MARPOL and Load Lines Conventions

The Administration carries out the following activities regarding survey and certification:

- Conventional register:
 - Issuance of all certificates for ships in the conventional register
 - Annual and intermediate surveys for Safety construction certificate, fitness certificate (GC, BC and BCH codes), Annual surveys for Load lines certificate and all surveys for certificates issued under MARPOL convention.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	97	5	5.15	-
1997	145	5	3.45	-
1998	163	13	7.98	-
1999	212	19	9.00	0.53
2000	231	22	9.50	0.99
2001	218	15	6.88	0.93
2002	227	13	5.73	0.62
2003	184	2	1.09	-0.18

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	2	0	0.00	-
1997	2	0	0.00	-
1998	3	1	33.33	14.29
1999	2	0	0.00	14.29
2000	3	0	0.00	12.50
2001	1	0	0.00	0.00
2002	5	0	0.00	0.00
2003	5	1	20.00	9.09

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	7	1	14.29	-
1997	14	1	7.14	-
1998	14	1	7.14	8.57
1999	11	1	9.09	7.69
2000	10	0	0.00	5.71
2001	9	1	11.11	6.67
2002	5	0	0.00	4.17
2003	7	0	0.00	4.76

SLOVAKIA

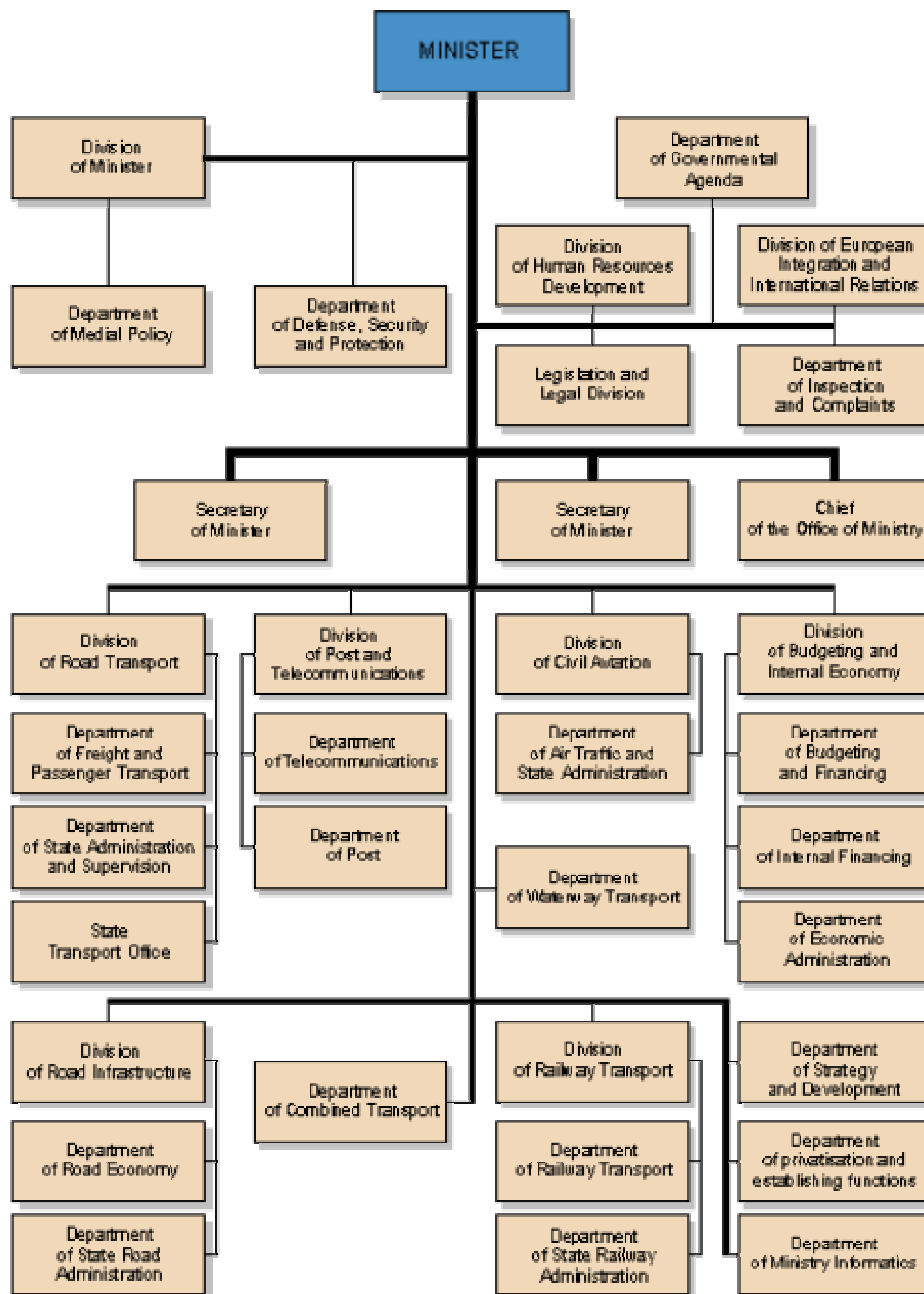


THE MARITIME ADMINISTRATION OF SLOVAKIA

The **Water Transport Department** at the Ministry of Transport, Posts and Telecommunications of the Slovak Republic is the competent maritime authority.

The Water Transport Department consists of an Inland Water Transport Section and a Maritime Shipping Section. **3 employees** are currently working at the Maritime Shipping Section. The Maritime Shipping Section acts as Slovak Maritime Authority – Maritime Office of the Slovak Republic. It provides also Registration of the Merchant vessels and Pleasure Crafts.

The following chart shows the organisation of the Ministry of Transport, Post and Telecommunications of the Slovak Republic:



On the 1st January 2004 the Slovak Fleet (considering only ships with GT>100) had the following composition:

Type of Ships	Number of Ships	GT	Average age
Tankers	1	2.569	34
Bulk carriers	2	26.941	27
General cargo	9	44.203	26
Total	12	73.717	27

The Slovak Fleet figures for the last four years are as follows:

Year	Number of Ships	GT	Average age
01.01.2001	3	15.191	15
01.01.2002	3	15.191	16
01.01.2003	4	22.615	20
01.01.2004	12	73.713	27

Surveys of ships under Slovak flag are carried out in accordance with Agreements between Maritime Office and Recognised Classification Societies by their Surveyors. Presently, Maritime Office has signed Agreement with the following Classification Societies:

- American Bureau of Shipping (ABS)
- Bulgarian Register of Shipping (BRS)
- Croatian Register of Shipping (CRS)
- Det Norske Veritas (DNV)
- Germanischer Lloyd (GL)
- Lloyd's Register of Shipping (LR)
- Polski Rejestr Statków (PRS)
- Russian Maritime Register of Shipping (RMRS)
- Turk Loydu Vakfi (TLV)
- Hellenic Register of Shipping (HRS)

The Slovak administration has recognised for the purpose of delegation of authority the following Classification Societies; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	DNV	GL	LR	RS	CRS	BRS	TL	PRS
SOLAS 74	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex I	X	X	X	X	X	X	X	X	X
MARPOL 73/78 Annex II	X	X	X	X	X		X	X	X
MARPOL 73/78 Annex IV					X		X	X	X
MARPOL 73/78 Annex VI	X			X	X			X	
TONNAGE 69	X	X	X	X	X	X	X	X	X
LL 66	X	X	X	X	X	X	X	X	X

Flag State Inspections of ships under Slovak flag are carried out by employees of Maritime Office (every one has passed Maritime Academy , specialization – maritime navigation, Certificates of Competency – Management level – Master or Chief Officer).

The task of monitoring the work of Recognised Organizations is performed every year through a reporting and communication system between the Administration and the R.O. and with the certification of organization's quality system by auditors.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	2	1	50.00	-
1997	3	0	0.00	-
1998	1	0	0.00	-
1999	1	0	0.00	0.00
2000	0	0	0.00	0.00
2001	0	0	0.00	0.00
2002	1	0	0.00	0.00
2003	7	4	57.14	-

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	2	1	50.00	-
1997	4	0	0.00	-
1998	3	0	0.00	11.11
1999	1	1	100.00	12.50
2000	3	0	0.00	14.29
2001	2	0	0.00	16.67
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

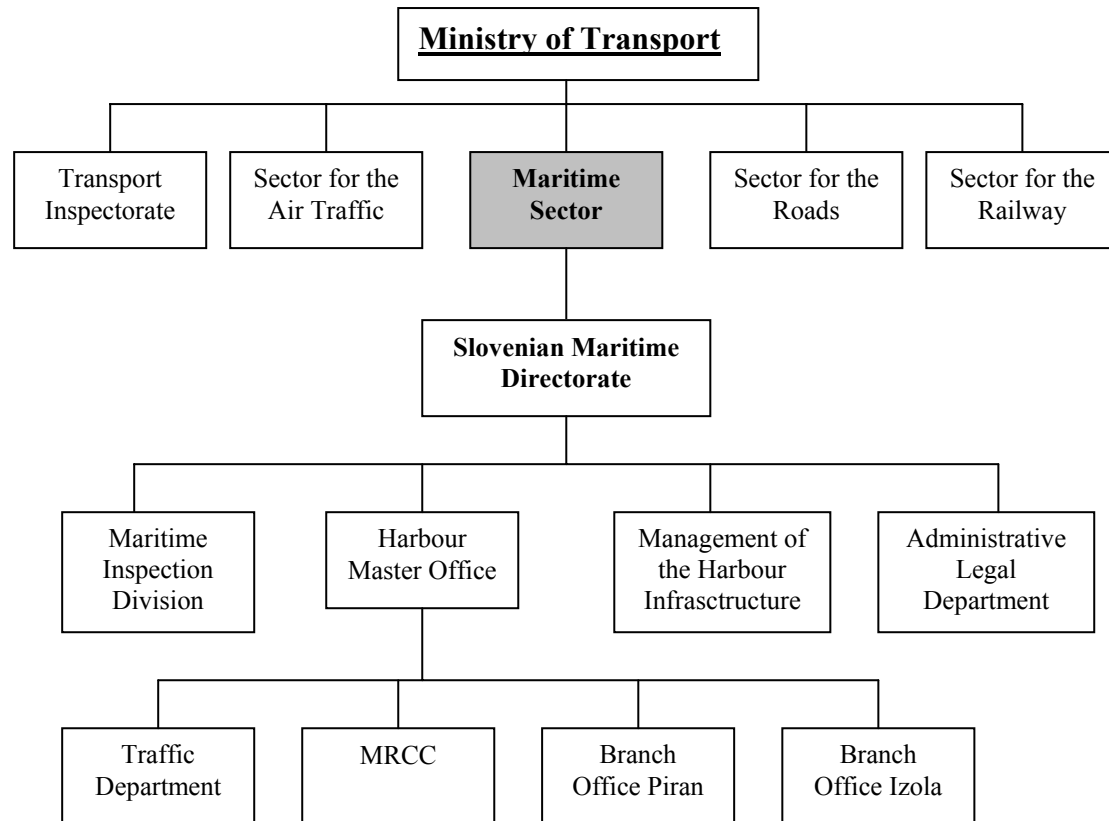
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	0	0	0.00	-
1997	0	0	0.00	-
1998	0	0	0.00	-
1999	0	0	0.00	-
2000	1	0	0.00	0.00
2001	1	0	0.00	0.00
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

SLOVENIA



THE MARITIME ADMINISTRATION OF SLOVENIA

The **Slovenian Maritime Directorate** was established as a maritime administration which is a part of the Ministry of Transport. The following figure shows its position within the Ministry of Transport:



The main tasks of SMD are:

- the economic development of the port of infrastructure and safety at sea, inland waters and lakes which include at least safety of navigation;
- search and rescue operation;
- pollution prevention;
- seaways, ports and harbours, ships survey;
- issuing of certificates and documents required to be carried on board ships;
- port state control, registration of ships and pleasure boats, issuing of the seafarers certificate.

The Maritime Office of the Republic of Slovenia was established in 1997 within the Ministry of Transport and Communication in part as a consequence of the Resolution on the maritime orientation of the Republic of Slovenia. It was established that the definition alone of Slovenia as a maritime state was not sufficient and that it needed to start practical enforcement of the substance of the resolution along Slovenia's sea coast, even though it is only 46 kilometres long.

During this time Slovenia has determined that the maritime dimension does not relate merely to the coastal part of the country, but also to maritime commerce in which the whole of Slovenia is involved.

The Maritime Office which is located in Ljubljana and the Slovenian Maritime Directorate which is located in Koper are responsible for:

- sea traffic and maritime safety,
- preparation of maritime development documents,
- drafting maritime laws and executive regulations,
- adoption and introduction of international maritime standards and technical regulations,
- progress of maritime activities,
- hydrographic activities,
- activities related to investments in maritime infrastructure,
- following economic and business activities in maritime area,
- preparation and execution of memorandums of understanding relating to maritime traffic,
- development and stimulation of a combined transport system,
- active participation and cooperation with international organizations and institutions, preparations of bilateral and multilateral agreements and participating in negotiations.

According to the Slovenian Maritime Code a ship is a vessel with lengths over all more than 24 metres. A vessel with lengths over all less than 24 metres is a boat. The Slovenian fleet on the 1st January 2004 is presented in the table below:

Ship's name	Ship's type	Gross tonnage	Y.o.B.	Voyage type
Adriatic Star	Yachts	225	1987	International
Prince of Venice	Passenger	369	1989	International
Laho	Passenger	179	1903	Domestic
Portorož	Passenger	89	1958	International
Burja	Passenger	144	1954	International
Sirius	Tug	213	1977	Domestic
Wotan	Tug	245	1974	Domestic
Maks	Tug	360	1997	Domestic

As regarding the evolution of the Slovenian Fleet, the fleet itself remained the same in the course of the last four years.

The Maritime Inspection Division is responsible for both, port state and flag state control. Slovenia has four Port State Control Officers, three of them are nautical inspectors and one is marine engine inspector.

The Ministry of Transport authorised two classification societies to carry out surveys and issue all ship's certificates, on behalf of Republic of Slovenia, as follows:

- **Germanischer Lloyd, Hamburg;**
- **Croatian register of Shipping, Split;**

The technical supports are in Hamburg and Split. Each of them has one field surveyor in Slovenia.

Conventions	CRS	GL
SOLAS 74	X	X
MARPOL 73/78 Annex I	X	X
MARPOL 73/78 Annex II	X	X
MARPOL 73/78 Annex IV	X	X
MARPOL 73/78 Annex VI	X	X
COLREG 72	X	X
TONNAGE 69	X	X
LL 66	X	X

The monitoring of class in Slovenia is performed by one officer; whilst Slovenian vessels are inspected by Slovenian inspectors once a year, a joint inspection with Classification Societies is carried out every 5 years.

Port State Control figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention Excess Factor
1996	1	0	0.00	-
1997	2	0	0.00	-
1998	1	0	0.00	-
1999	0	0	0.00	-
2000	0	0	0.00	-
2001	0	0	0.00	-
2002	2	0	0.00	-
2003	0	0	0.00	-

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	0	0	0.00	-
1997	0	0	0.00	-
1998	0	0	0.00	0.00
1999	0	0	0.00	0.00
2000	0	0	0.00	0.00
2001	0	0	0.00	0.00
2002	0	0	0.00	0.00
2003	0	0	0.00	0.00

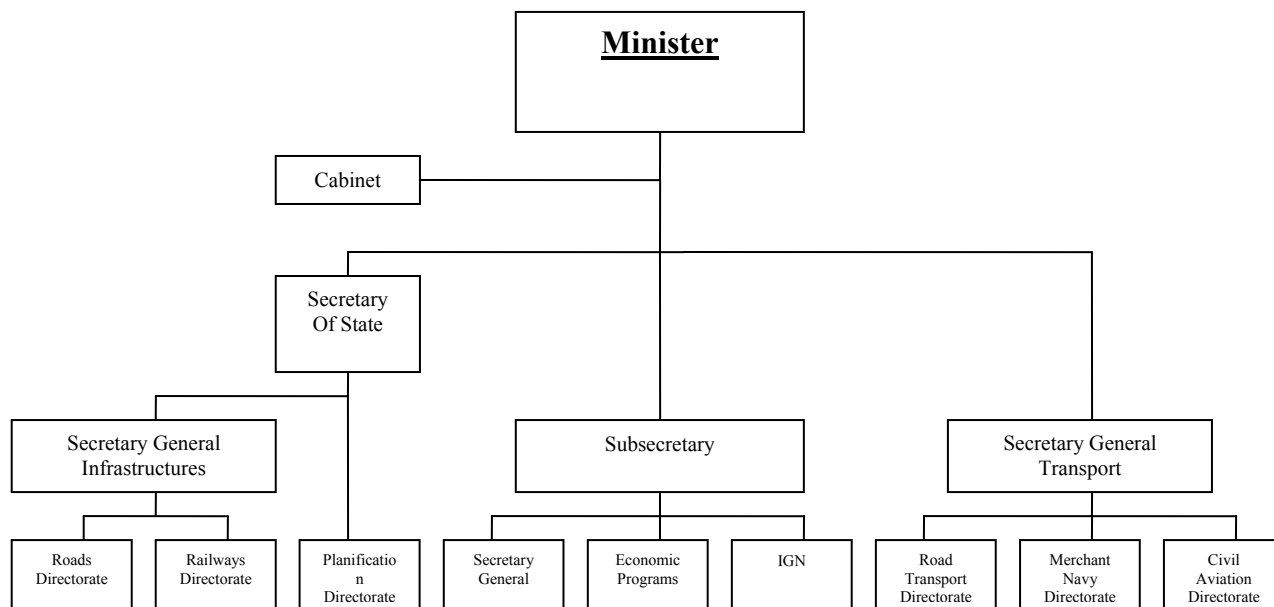
USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	2	0	0.00	-
1997	0	0	0.00	-
1998	1	0	0.00	0.00
1999	5	0	0.00	0.00
2000	0	0	0.00	0.00
2001	0	0	0.00	0.00
2002	2	0	0.00	0.00
2003	0	0	0.00	0.00

SPAIN



THE MARITIME ADMINISTRATION OF SPAIN

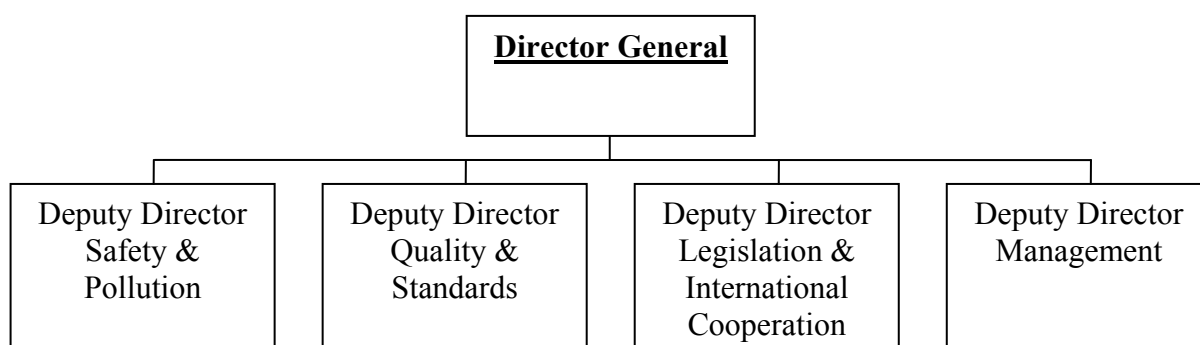
The *Dirección General de la Marina Mercante (DGMM)* (Directorate General for merchant navy) is a Department of the *Ministerio de Fomento* (Ministry of Public Works).



The main responsibilities of the Directorate are:

- Supervision of maritime transport
- Safety of life at sea, safety of navigation and pollution of sea from ships prevention,
- Register of ships and seagoing personnel,
- Surveying and certification of Spanish ships
- Port state control
- Participation in drafting of national legislation on maritime safety and pollution from ships prevention;
- Participation in the work of IMO and other international organizations on maritime safety
- Investigation of marine accidents.

The following picture shows its organizational structure:



The DGMM has 29 main Harbour Master Offices and 73 secondary Harbour Master Offices giving effective coverage to all the Spanish coast line.

On the 1st January 2004 the Spanish fleet (considering only ships with GT>100) had the following composition:

- Canary Islands register

Type of Ships	Number of Ships	GT	Average age
Supply	2	6036.25	25
Cable layer	1	3111.5	12
Gen Cargo	22	109187.5	20
Heavy load carrier	1	6642	22
Cement Carrier	9	26373	30
Dredger	1	1196	30
Reefer	7	22998	17
Gas Carrier	5	201810	9
Hydro-foil	2	490	22
Jet –foil	2	826	17
Research	3	1339	38
Cargo/Pass	3	14194	23
Multipurpose	2	6697	2
Ro-pax	40	383961	15
Cruise	41	30678.78	21
Container	16	1239.27	18
Ro-ro cargo	23	231140	21
Chemtank	11	108536	6
Deep sea tug	10	6819	27
Anti-pollution	6	6175	21
Oil tanker	6	484215	14
Product tanker	9	72021	14
Car carrier	6	72243	7
Total	228	1797928.3	18.74

- Ordinary register

Type of Ships	Number of Ships	GT	Average age
Gen Cargo	4	2254.25	51
Dredger	2	847.22	75
Excursions	2	299.87	24
Reefer	5	1569	27
Pontoon	1	1656	9
Hopper dredger	1	159.41	75
Cargo/Pass	1	185.57	33
Ro-pax	1	864	40
Cruise	22	4643.62	15
Container	1	1335	44
Ro-ro cargo	23	231140	21
tug	1	212.28	94
Other	4	13623.76	53
Total	68	258789.98	43.15

For carrying out flag state and port state inspections the DGMM has a total of 206 surveyors and technical staff based in the different Harbour Master Offices and 40 technical support staff based in the DGMM Head office. The backgrounds of the technical supports and surveyors are: Naval architects, Master Mariners, Marine Chief Engineers, Marine Radio officers, Telecommunications engineers, ICT and Law.

The Spanish Maritime Administration has recognised the following Classification Societies to act on its behalf; the scope of delegation is limited to very specific cases:
:

Conventions	BV	GL	RINA
SOLAS 74	X	X	X
MARPOL 73/78	X	X	X
LL 66	X	X	X

The ROs are limited to act in the following cases:

- Where a Spanish vessel is continuously engaged in trade between foreign ports and it is unreasonable to send the vessel to a Spanish port only for surveying purposes;
- Where a Spanish vessel has sustained damaged as a results of and accident and needs to be inspected abroad.
- Where a Spanish vessel abroad is bound for a Spanish port and needs to be inspected to obtain an extension of the certificates, because the certificates are about to expire, to allow her to reach a Spanish port.

The authority to issue the certificates remains with the DGMM.

The monitoring of the work of the ROs is carried out according to RD 90/2003 – transposing Directive 94/57/EC. Every main Harbour Master Office has at least one qualified assessor to carry out audits of the ROs.

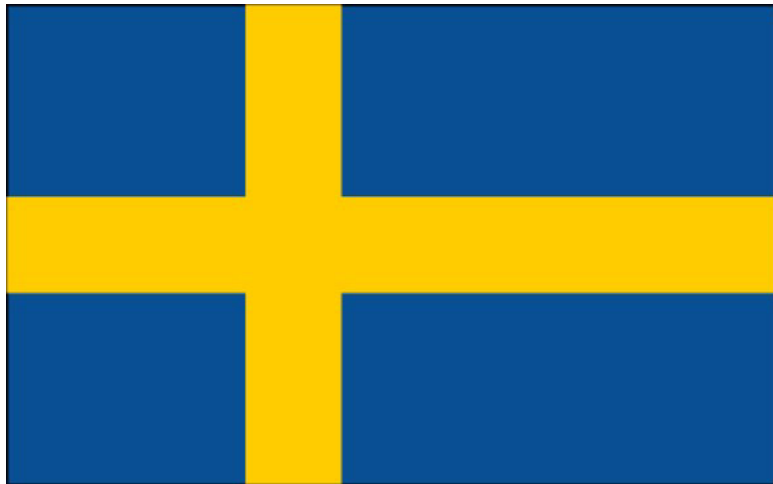
Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	50	1	2.00	-
1997	53	3	5.66	-
1998	45	1	2.22	-
1999	41	2	4.90	0.16
2000	53	3	5.70	0.16
2001	56	1	1.79	0.10
2002	79	4	5.06	0.09
2003	105	8	7.62	0.23

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	0	0	0.00	-
1997	1	0	0.00	-
1998	0	0	0.00	0.00
1999	2	0	0.00	0.00
2000	1	0	0.00	0.00
2001	1	0	0.00	0.00
2002	2	0	0.00	0.00
2003	4	1	25.00	14.29

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	2	0	0.00	-
1997	3	0	0.00	-
1998	3	0	0.00	0.00
1999	6	0	0.00	0.00
2000	4	0	0.00	0.00
2001	7	0	0.00	0.00
2002	6	0	0.00	0.00
2003	7	0	0.00	0.00

SWEDEN

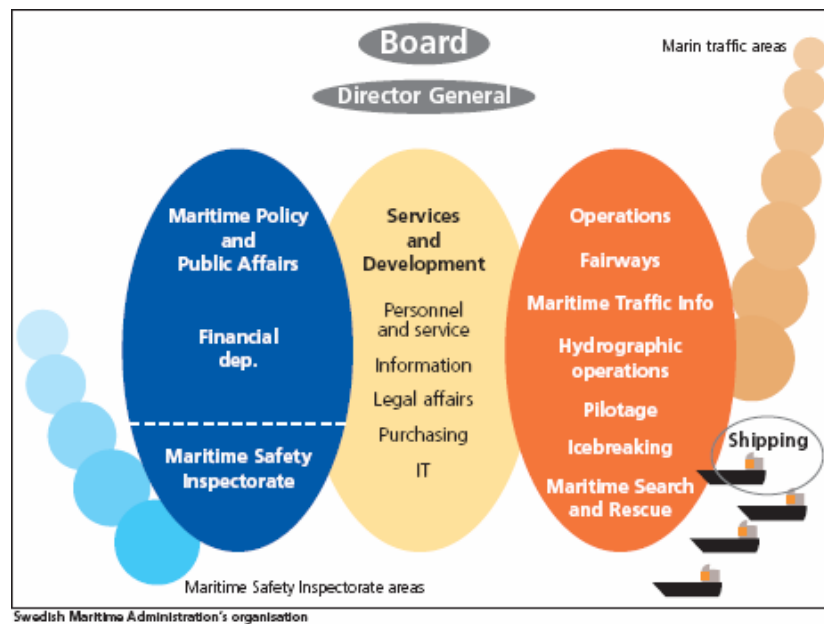


THE SWEDISH MARITIME ADMINISTRATION

The **Swedish Maritime Administration** is a public enterprise within the transport sector, governed by the Ministry of Industry, Employment and Communications.

The Swedish Maritime Administration is a self-financing public enterprise, i.e. its activities are, with some exceptions, financed through fees and charges on shipping, outside the government budget.

The following chart illustrates its organizational structure and areas of responsibility:



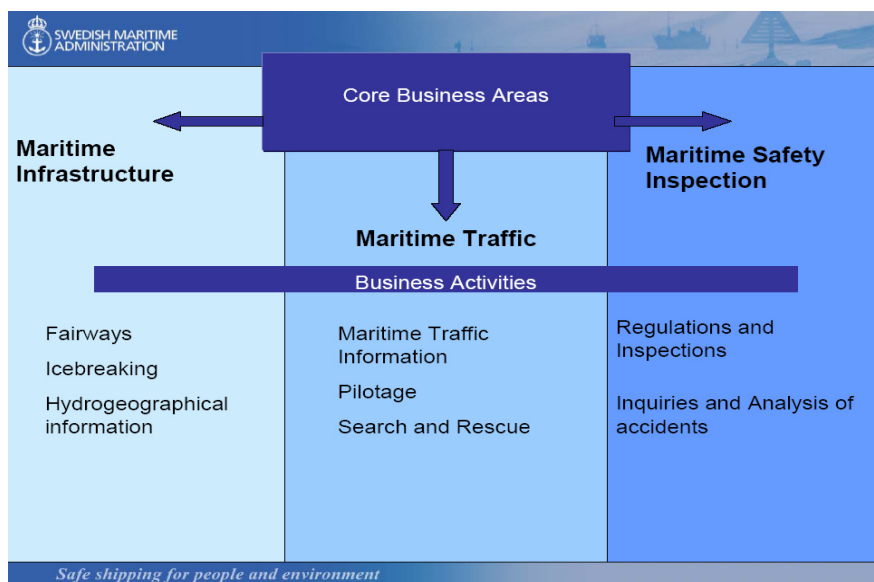
Based on its official and sector role, the Swedish Maritime Administration shall:

- exercise supervision of maritime safety,
- identify requirements and plan the infrastructure and services for shipping regarding fairways, pilotage, ice-breaking etc,
- assume responsibility for maritime search and rescue services,
- promote an ecologically sustainable development of shipping,
- ensure that the needs of disabled people are taken into account in shipping,
- assume responsibility for crisis management planning for maritime transport,
- assume responsibility for the co-ordination of maritime geographic information,
- provide information and advice regarding safety for leisure craft,
- report and document Sweden's territory at sea and assume responsibility for maintaining and supervising the demarcation of these frontiers,
- monitor the competitive situation of the Swedish shipping industry.

The following pictures show its organization and areas of responsibility:



The Maritime Safety Inspectorate is a department within the Swedish Maritime Administration, and is responsible for survey work, port state control inspections, regulations, accident investigations and authorisation issues, focusing primarily on the maritime and environmental safety of vessels.



On the 1st January 2004 the Swedish fleet size and distribution was as follows (considering only ships with GT>100)

Type of Ship	Number of Ships	GT
Tankers	82	428.586
Dry Cargo	139	2190.453
Passenger (and ro-ro passenger)	200	926.206
Road ferries	60	19.744
Barges	131	82.001
Fishing vessels	111	31.354
Pleasure craft	62	10.261
Other (Tugs, etc;)	168	93.944
Total	953	3.782.549

The Swedish Merchant fleet figures for the last four years are as follows:

Year	Number of Ships GT=>100 (all types)	GT	Average age (only tankers, dry cargo & passenger ships GT=>500)
2000	961	3.255.325	15,91
2001	961	3.338.891	16,56
2002	953	3.729.816	16,37
2003	953	3.782.549	16,67

The number of surveyors of SMA is distributed as follows:

Field Surveyors	52
Technical support	33

SMA has recognised the following Classification Societies to act on its behalf; the level of delegation varies upon the type of survey and certificate:

Conventions	ABS	BV	DNV	GL	LR
SOLAS 74	X	X	X	X	X
MARPOL 73/78	X	X	X	X	X
LL 66	X	X	X	X	X

This delegation does not include passenger ships and safety management system certification. Survey, audit, approval and certification with respect to passenger ships, high speed craft, safety management and radio equipment is carried out exclusively by the SMA. Swedish Maritime Administration has only delegated parts of the surveys to the RO. Integrated surveys are therefore carried out, i.e., SMA surveyors and RO surveyors inspect vessel at the same time and do their different parts of the survey. In this way SMA also monitors the work of the RO surveyors

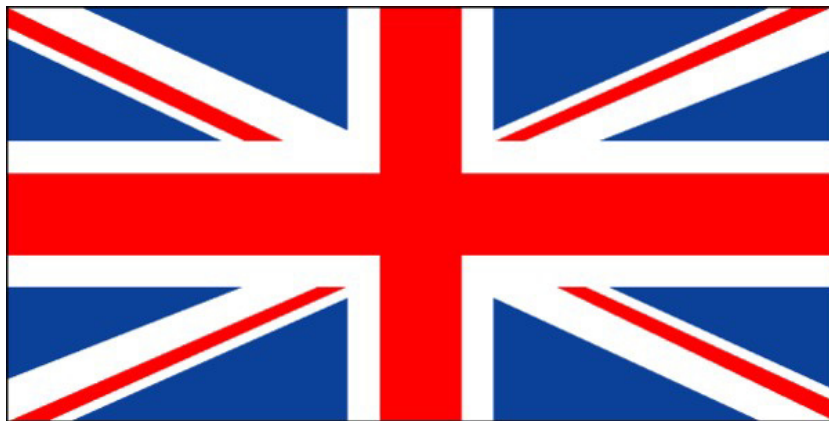
Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess Factor
1996	305	5	1.64	-
1997	274	10	3.65	-
1998	253	7	1.58	-
1999	275	7	2.50	-1.07
2000	288	4	1.40	-1.40
2001	258	5	1.94	-1.35
2002	306	6	1.96	-1.44
2003	323	5	1.55	-1.43

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	9	0	0.00	-
1997	1	0	0.00	-
1998	7	0	0.00	0.00
1999	15	0	0.00	0.00
2000	22	0	0.00	0.00
2001	16	0	0.00	0.00
2002	19	1	5.26	1.75
2003	30	0	0.00	1.54

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	39	1	2.56	-
1997	30	0	0.00	-
1998	29	0	0.00	0.99
1999	30	0	0.00	0.00
2000	28	0	0.00	0.00
2001	31	1	3.23	1.12
2002	28	0	0.00	1.15
2003	25	0	0.00	1.19

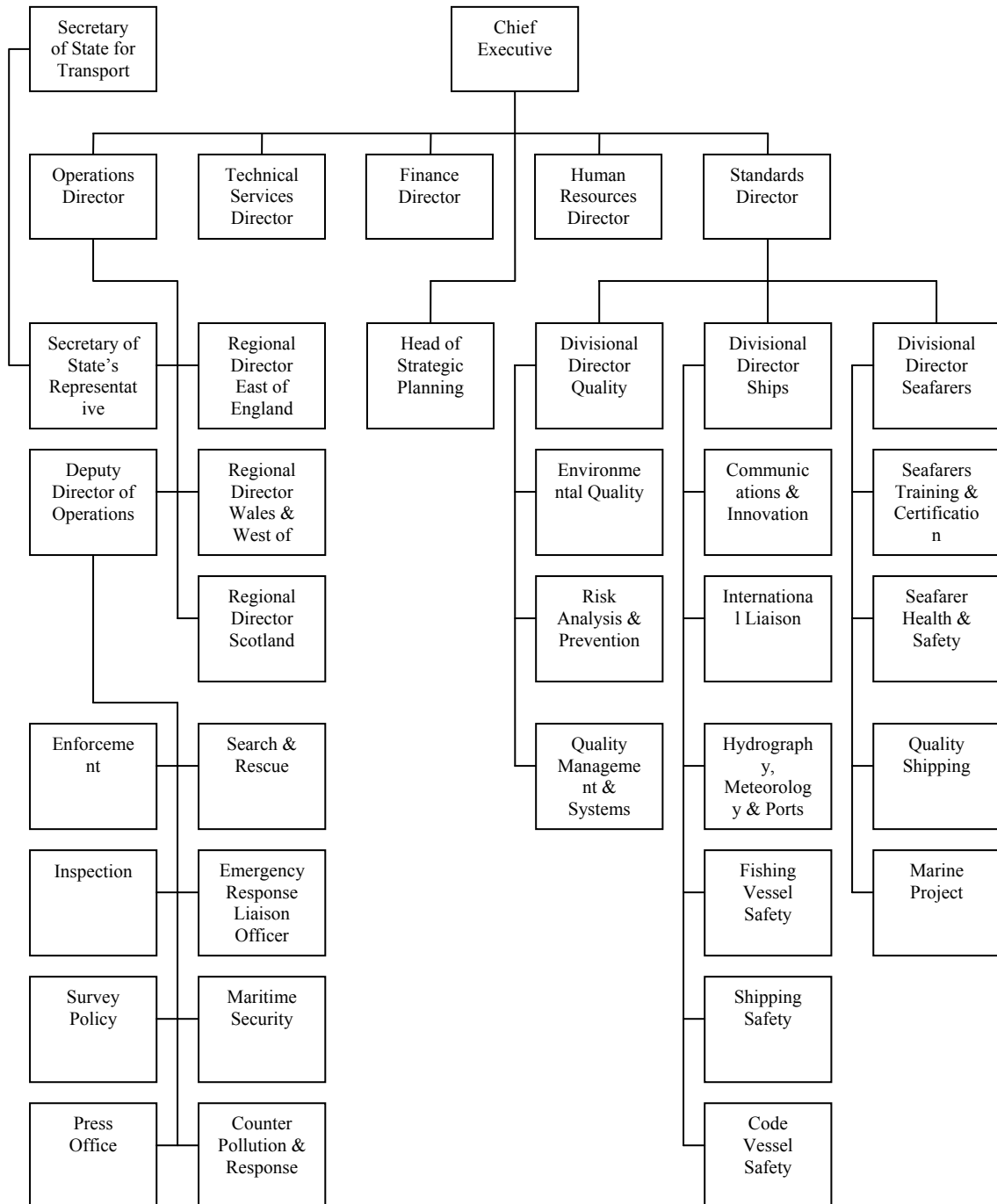
UNITED KINGDOM



THE MARITIME ADMINISTRATION OF THE UNITED KINGDOM

The Maritime and Coast Guard Agency is an executive agency of the Department for Transport.

The following picture describes its internal organisation:



This Agency is responsible throughout the UK for implementing the Government's maritime safety policy. That includes co-ordinating search and rescue at sea through Her Majesty's Coastguard, and checking that ships meet UK and international safety rules.

The Directorate of Operations consists of six separate parts: Enforcement, Survey, Inspection including Port State Control, Her Majesty's Coastguard (HMCG) Search & Rescue and Incident Prevention and Counter Pollution. These branches provide statutory survey and inspection services to the UK fleet meets and carry out Port State Control of non UK ships, investigate and prosecute breaches of Merchant Shipping legislation, co-ordinate search and rescue and maintain a marine counter pollution response capability.

MCA is an organization certified according to ISO 9001:2000 standards by an external auditing body.

On the 1st January 2004 the UK registered fleet (considering only ships with GT>100) was:

Type of Ships	Number of Ships	GT
Merchant (all types)	1418	10893532
Fishing	6738	223751
Total	8156	11117283

Source: MCA

The UK merchant fleet figures for the last years are as follows:

Year	UK Registered trading Vessels	GT
1998	635	6132000
1999	643	6371000
2000	722	9129000
2001	744	10041000
2002	883	14199000

Source: DFT statistics. http://www.dft.gov.uk/stellent/groups/dft_transstats

MCA requirement is that every ship must be surveyed before it can be registered. The general policy is for this survey to be carried out by an MCA surveyor; however, under certain circumstances, arrangements can be made for this survey to be carried out by a class surveyor on behalf of the MCA (or other organizations, including the Royal Yachting Association, in respect of yachts).

The MCA employs the following staff:

Category	Number of employees
Administrators	414
Coastguards	594
Surveyors	197
Other professional qualified staff	21

In 2003, the MCA employed the equivalent to 17.15 full time surveyors in Port State Control Inspections.

The entry requirements for a surveyor's positions are:

Marine technician

Marine Technicians carry out inspection and/or survey activities, under supervision, to ensure compliance with prevailing UK and MCA requirements. Applicants must have at least 3 years' Maritime experience and should hold a minimum qualification of an ONC or equivalent in a relevant subject. (ONC equivalency will be given for FV Class 1 (Engine)/Qualified HMCG Watch Officer/FV Class 2 (Deck) FG). Applicants with less experience will be required to hold a minimum qualification of an HNC/D in a relevant subject.

Marine Surveyor

There are 3 disciplines for which the qualification requirements are as follows:

- 1) Naval Architect/Ship Surveyor: Applicants should preferably be graduate naval architects with at least 5 years' relevant or marine surveying experience. Those with other qualifications coupled with longer, relevant experience in a senior position within the maritime field would also be considered.
- 2) Engineer Surveyor: Applicants should have at least a Department of Transport class 1 Certificate of Competency (Marine Engineer), plus 5 years' class 1 experience as a senior watch-keeping engineer, or marine surveying experience. Less than 5 years' Class 1 experience at senior watch-keeper level may be acceptable if coupled with other qualifications, eg a relevant or higher Degree, an Extra Class 1 Certificate or Chartered Engineer status.
- 3) Nautical Surveyor: Applicants should have at least a Department of Transport Class 1 Certificate of Competency (Deck Officer) plus 5 years' Class 1 experience at a Master and/or Chief Officer level. Less than 5 years' class 1 experience may be acceptable if coupled with other qualifications, eg a relevant or higher degree or an Extra Class 1 Certificate.

Fishing Vessel Surveyor

Qualifications, training and experience in one of the following areas are required:

- 1) UK Ordinary National Diploma or Higher National Certificate (or equivalent) in naval architecture, plus 3 years' practical experience in a responsible position relating to ship design, construction and repair.
- 2) UK First Class/Class 1 Certificate of competency as a Marine Engineer (Steam, Motor or Steam and Motor), plus 3 years' foreign going experience as a senior watch-keeping engineer (2nd Engineer or above).
- 3) UK Class 1 Master Mariner's Certificate plus 3 years' foreign going experience at Chief Officer level or above.

United Kingdom has authorised the following EU recognized organizations to carry out statutory functions on his behalf: ABS, BV, DNV, GL, LR and RINA. Class NK vessels are currently authorised by the MCA on a case by case basis. However a submission which recommends that the UK formally authorises Class NK was sent to the Shipping Minister in July.

MCA retain the right to issue all the certificates as necessary.

	Certificate /Survey	Class	MCA	Comments
1	International Tonnage Certificate	•		(All tonnage; Suez, Panama)
2	International Load Line Certificate	•		
3	Stability/Damage Stability Inclining Test	•	•	MCA only for passenger ships. For cargo ships, depends on type and size of ship.(Refer to Authorisation of Stability Table)
4	MARPOL Annex I International Oil Pollution Prevention Certificate Initial		•	But MCA maybe requested specially by owners.
	Annual/Renewal	•		MCA only at the request of owners
5	International Safety Management Certificate DOC		•	Consider existing DOC on case by case.
	SMC		•	
6	Passenger Ship Safety Certificate Hull, machinery, control, electrical.	•		MCA issue the Passenger Ship Safety Certificate, but Class may carry out Hull and Machinery Surveys.
	Stability, LSA, fire safety, navigation		•	
7	Safety Construction (except...)	•		
	Fire protection, means of escape, fire safety of unattended machinery spaces, accommodation etc		•	
8	Safety Equipment Certificate		•	
9	Safety Radio Certificate (Marconi)			Marconi are the certifying authority
10	Safe Manning Certificate		•	
11	SOPEP approval		•	
12	Cargo Securing Manual approval		•	

13	International Certificate of Fitness (Gas, Chemical Codes)		•	
14	International Labour Organisation		•	Reported on General Inspection form only. New Form MSF 1656 introduced July 2004).
15	High Speed Craft Safety Certificate		•	
16	High Speed Craft Permit to Operate		•	
17	MARPOL Annex II: (Noxious Liquid substances)		•	
18	MARPOL Annex IV (Sewage)	•		Convention Certificate (to revised Annex IV)
19	MARPOL Annex V (Garbage)			No certification required - No objection to issue of Class Statement of Compliance.
20	IMDG DOC		•	Vessels built after 1984
21	Certificate of Compliance for a Large Charter Yacht		•	Refer to chapter 1 for certificates required for specific size of vessel. Where certificates are required by International Conventions refer to the requirements for the appropriate certificate above.

Note: The above is provided for guidance. Special arrangements may apply in certain cases. Exemptions from any UK regulations should be specially considered and agreed by MCA.

Under the Alternative Compliance Scheme (ACS) some classification societies are empowered to undertake the majority of surveys required on UK registered vessels. Exceptions to this are audits required under the ISM code and surveys required under ILO Convention 178. Entry to this scheme is conditional upon the Port State Control record of the vessel being satisfactory and that a satisfactory inspection of the vessel has been undertaken by the MCA. A certificate of Inspection will be issued by the MCA to the ship to signify this, the certificate will be valid for 5 years subject to a further satisfactory inspection by the MCA at mid term. The scheme is being introduced on a trial basis and participation by suitable ships is voluntary.

Classification societies under ACS are at present Lloyds Register of Shipping (LR) and American Bureau of Shipping (ABS).

The Alternative Compliance Scheme is available to all UK registered vessels other than passenger ships, which trade internationally and are ships to which the principal maritime conventions apply. Enrolment in the scheme is made on an individual basis, provided that the vessel fulfils the following criteria:

- The vessel has not been detained within the previous 36 months.
- During any port state control inspection within the previous 12 months no inspection report shall have recorded more than 5 deficiencies.
- The vessel is classed with an ACS Classification Society.

- The owner shall permit access by the MCA to any or all records, files, reports, documents and certificates held or issued by the ACP classification society the vessel is classed with.
- The owner or operator shall notify the MCA one-month in advance of all in water surveys or dry docking dates.

The MCA monitors the performance of Classification Societies using the following methods:

British Committee meetings are held on a 6 monthly basis and are attended by the MCA and an individual Class Society.

British Certification Committee meetings are held on a 6 monthly basis and are attended by all the Class Societies and the MCA.

Vertical Contract Audits are completed in participation with IACS on high risk vessels (the minimum amount of VCA's annually is one for each Society every other year).

There are four people involved with the work of monitoring ROs.

Port State Control Figures

Paris MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year detention Excess factor
1996	175	4	2.29	-
1997	170	7	4.12	-
1998	166	2	1.20	-
1999	185	6	3.20	-0.85
2000	211	0	0.00	-1.48
2001	248	0	0.00	-1.72
2002	348	8	2.30	-1.74
2003	483	11	2.28	-1.48

Tokyo MOU				
Year	Inspections	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	73	0	0.00	-
1997	76	1	1.32	-
1998	78	3	3.85	1.76
1999	59	1	1.69	2.35
2000	64	0	0.00	1.99
2001	76	1	1.32	1.01
2002	119	2	1.68	1.16
2003	105	2	1.90	1.67

USCG				
Year	Distinct vessel arrivals	Detentions	Annual detention ratio %	3 year average detention ratio %
1996	72	1	1.39	-
1997	84	0	0.00	-
1998	88	0	0.00	0.41
1999	65	0	0.00	0.00
2000	64	0	0.00	0.00
2001	85	0	0.00	0.00
2002	87	0	0.00	0.00
2003	132	2	1.52	0.66

6.0 General Conclusions

From the data presented in the previous chapters it appears that, amongst EU Member States, there is a wide variety of organisational structures and procedures regarding the implementation of International and EU maritime safety legislation, particularly related to Flag State obligations.

Difficulty in grouping the different maritime administrations into categories immediately resulted. However, the following main organisational structures have been identified:

- Administration unit or Department within the responsible Ministry structure;
- Executive Agency or Public institution governed by its own Administrative Board but reporting to the relevant Ministry.

In the first case, a responsible department/unit is integrated within the Ministry's hierarchical structure, reporting directly to the Minister or to an administrator.

In the second case, a separate body with its own structure is created along side the competent Ministry: the organisation itself has a certain degree of independence (financial, administrative) but operates under the overall guidance of the government.

The maritime administration head offices are generally located in the national capital, whilst the operative units are placed along the national coastline.

Some operational tasks such as pollution response, SAR, etc. are, in some countries, performed by a separate agency (a military or civil organisation depending on the case) which is in some cases, directly linked to the maritime administration.

EU Member States administrations have the responsibility for compliance of the fleet flying their flag. Therefore, Flag States have to ensure effective and consistent implementation of international instruments.

In view of the resources that are needed to maintain these capabilities, the major proportion of the work involving vessel surveys, statutory certification and maintenance of vessel databases is frequently delegated to a number of Recognised Organisations (Classification Societies). This delegation is specified and limited by means of formal agreements drawn up between the EU Member State and the Recognised Organisations (ROs). Port State Control work is not delegated.

Where EU Member States have national laws in place that exceed the requirements of a particular Convention or interpret the requirements of a Convention in a particular way, then the EU Member State will advise the Classification Society of their national requirements/interpretations and the Classification Society will perform their surveys on EU Member State vessels accordingly. All ROs maintain records of the requirements/interpretations of the Flag States that they represent.

The principal ROs for the survey and certification of seagoing ships are the major ship classification societies (the ten members of IACS - the International Association of Classification Societies).

Regarding the authorisation of the responsibilities concerning ship surveying and certification, there is also a wide range of systems that can be summarised as follows:

Full authorisation to perform plan review, carry out audits/surveys and issue and/or revoke necessary and full term certificates;

Partial authorisation of statutory functions to recognised organisations: in this sector the scope and terms of delegation are not uniform, almost every EU Member State having its own particular system. However, it appears, in general, that EU Member States tend to retain statutory functions regarding surveying, auditing and certification in the following areas: passenger ships, high speed craft, crew certification and manning of ships, safety management and safety equipment. Technical review and survey and certification functions relating to construction standards, structural strength and machinery are closely allied with Classification rules and as such are usually delegated to the ROs.

Limited authorisation of statutory functions to recognised organisations: allowing recognised organisations to carry out specific functions under particular circumstances or on a case-by-case basis.

Control and monitoring of the ROs performance is carried out by EU Member States through different instruments: auditing of the ROs, monitoring of PSC results, joint surveys with RO surveyors or additional inspections by flag state surveyors.

The periodicity of this task varies from a continuous control to a maximum limit set by Directive 94/57/EC art.11.

Port State Control:

When analysing the Port State Control performance of the fleets of the actual 25 EU Member States in the three main PSC regions for the last 8 years, it appears a positive trend through a reduction of the aggregated detention rate.

Paris MoU:

An encouraging positive trend appears: the detention rate has been sensibly reduced by almost 30%, from 7.07% to 4.52% in the last four years.

When considering that the number of inspections undergone by EU flagged vessels, has risen from 6.441 in 1996 to 7120 in 2003, and that those inspections are nowadays more detailed (due to more stringent regulation within the EU legislative framework), the overall trend result is considerable.

Tokyo MoU:

Despite an increasing number of inspections (from 1610 in 1996 to 2211 in 2003) the overall trend is slightly decreasing, from 6.02% to 5.51%.

US Coast Guard program:

The number of EU flagged distinct vessels inspected in the eight year period has almost remained the same (2164 in 1996 to 1912 in 2003). During the same period, the detention rate has substantially fallen by nearly 75%, from 6.19% to 1.72%.

This improvement on the overall detention rate could also be explained with the application of the EU acquis to a wider number of fleet during the last years.

ANNEX II

Table of authorization delegated by administrations to IACS members

Authorization delegated by Administrations (Source: IMO - Paper submitted by IACS 12/7/3 12 December 2003)													
International Regulation ~ Member State Fleet	SOLAS				ISM		MARPOL 73/78				Loadline 1966	Tonnage 1969	AFS-C
	SC	SE	SR	PS	Doc	SMC	MA-1	MA-II	MA-IV	MA-VI			
AUSTRIA	BV - F	BV - F									ABS - F		
	DNV - F	DNV - F	DNV - F				DNV - F	DNV - F			BV - F	BV - F	
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F		GL - P	GL - F	GL - F	
	LR - P	LR - P	LR - P				LR - P	LR - P			LR - F	LR - P	
BELGIUM	ABS - F										ABS - F		
	BV - F										BV - F		
	DNV - F										DNV - F		
	GL - F										GL - F		
	LR - F								LR - F		LR - F		
	NK - F										NK - F		
CYPRUS	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F			ABS - F	ABS - F	ABS - F
	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F			BV - F	BV - F	BV - F
	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F			CCS - F	CCS - F	CCS - F
	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F			DNV - F	DNV - F	DNV - F
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F			GL - P	GL - F	GL - F
	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F			KR - F	KR - F	KR - F
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F			LR - F	LR - F	LR - F
	NK - F	NK - F	NK - F	NK - F			NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F
	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F
	RS - F	RS - F	RS - F	RS - F	RS - P	RS - P	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F
CZECH REPUBLIC	ABS - F	ABS - F	ABS - F	ABS - F			ABS - F	ABS - F			ABS - F	ABS - F	
	BV - F	BV - F	BV - F	BV - F			BV - F	BV - F			BV - F	BV - F	
	DNV - F	DNV - F	DNV - F				DNV - F				DNV - F	DNV - F	
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F				
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F			LR - F	LR - F	
	NK - F	NK - F	NK - F				NK - F	NK - F			NK - F	NK - F	
DENMARK	ABS - F	ABS - F	ABS - F		ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - P
	BV - F	BV - F	BV - F		BV - F	BV - F	BV - F	BV - F	BV - F			BV - F	
	DNV - F	DNV - F	DNV - F		DNV - P	DNV - P	DNV - F	DNV - F			DNV - F	DNV - F	
	GL - F	GL - F	GL - F		GL - P	GL - P	GL - P	GL - F	GL - P	GL - P	GL - F	GL - F	GL - F
	LR - F	LR - F	LR - F		LR - F	LR - F	LR - F	LR - F			LR - F	LR - F	LR - F
	NK - F	NK - F	NK - F		NK - P	NK - P	NK - P	NK - P	NK - P		NK - F	NK - F	NK - F
ESTONIA	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F		ABS - F	ABS - F	ABS - F	
	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F		BV - P	BV - F	BV - F	
	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F					DNV - F	DNV - F	
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F		GL - P	GL - F	GL - F	
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F		LR - P	LR - F	LR - F	LR - F
	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F
FINLAND	ABS - P	ABS - P					ABS - P	ABS - P	ABS - P	ABS - F	ABS - P		
	BV - P	BV - P					BV - P	BV - P			BV - P		
	DNV - P	DNV - P	DNV - P		DNV - P	DNV - P	DNV - P				DNV - P		
	GL - P	GL - P		GL - P			GL - P	GL - P	GL - P		GL - P		
	LR - P	LR - P		LR - P	LR - F	LR - F	LR - P	LR - P		LR - P	LR - P		
	RS - P	RS - P	RS - P	RS - P			RS - P	RS - P	RS - P	RS - P	RS - P	RS - P	
FRANCE	BV - P	BV - P		BV - P	BV - P	BV - P	BV - P	BV - P	BV - F	BV - P	BV - F		BV - F
	GL - P	GL - P		GL - P			GL - P	GL - P		GL - P	GL - F		
	LR - P	LR - P		LR - P	LR - P				LR - P	LR - P	LR - F		
GERMANY	ABS - P				ABS - P	ABS - P	ABS - P	ABS - P	ABS - P		ABS - P		
	BV - P		BV - P	BV - P			BV - P	BV - P		BV - P	BV - P		
	DNV - P	DNV - P					DNV - P	DNV - P	DNV - P		DNV - P		
	GL - P	GL - P	GL - P		GL - P	GL - P	GL - P	GL - P	GL - P		GL - P		
GREECE	ABS - F	ABS - F	ABS - F		ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F
	BV - F	BV - F	BV - F	BV - P	BV - F	BV - F	BV - F	BV - F			BV - F	BV - F	
	DNV - F	DNV - F	DNV - F	DNV - P	DNV - P	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	
	GL - F	GL - F	GL - F	GL - P	GL - P	GL - P	GL - P	GL - F	GL - P	GL - P	GL - P	GL - F	GL - F
	KR - F	KR - F	KR - F	KR - P	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F
	LR - F	LR - F	LR - F	LR - P	LR - P	LR - P	LR - P	LR - F	LR - F	LR - F	LR - F	LR - P	LR - F
	NK - F	NK - F	NK - F		NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F
RINA - F	RINA - F	RINA - F	RINA - P	RINA - P	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	
HUNGARY	DNV - F	DNV - F	DNV - F								DNV - F		
	GL - F	GL - F	GL - F	GL - F			GL - F	GL - F			GL - F	GL - F	
	LR - P	LR - P	LR - P				LR - P						
	RS - F	RS - F	RS - F										

ANNEX II

Table of authorization delegated by administrations to IACS members

IRELAND	ABS - F				ABS - F	ABS - F	ABS - F	ABS - F		ABS - F	ABS - F		
	BV - F				BV - P	BV - P	BV - F	BV - F			BV - F		
	DNV - F				DNV - F	DNV - F	DNV - F	DNV - F			DNV - F		
	GL - F				GL - F	GL - F	GL - F	GL - F		GL - P	GL - F	GL - F	
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - P	LR - P					
					NK - F	NK - F	NK - F	NK - F			NK - F		
ITALY	ABS - F	ABS - P		ABS - P	ABS - P	ABS - P	ABS - F	ABS - F	ABS - F		ABS - F		
	BV - F	BV - P	BV - P	BV - P	BV - P	BV - P	BV - F	BV - F			BV - F	BV - F	
	GL - F	GL - P		GL - P	GL - P	GL - P	GL - F	GL - F			GL - F		
	RINA - F	RINA - F		RINA - P	RINA - P	RINA - P	RINA - F	RINA - F			RINA - F	RINA - P	
LATVIA	ABS - F	ABS - F	ABS - F	ABS - F			ABS - F	ABS - F		ABS - F	ABS - F	ABS - F	
	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F			BV - F	BV - F	
	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F			DNV - F	DNV - F	
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	
RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	
LITHUANIA	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F			BV - F	BV - F	
	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F			DNV - F	DNV - F	
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - P	LR - F	LR - F			LR - F	LR - F	
	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F
LUXEMBOURG	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F		ABS - F	ABS - F	ABS - F	
	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F			BV - F	BV - F	
	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F
	LR - F	LR - F	LR - F	LR - F	LR - P	LR - P	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F
	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F
RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	
MALTA	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F	ABS - F		ABS - F	ABS - F	ABS - F	ABS - F	
	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F	BV - F				BV - F	BV - F	
	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F	CCS - F		CCS - F	CCS - F	CCS - F	
	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F
	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F		GL - F	GL - F	GL - F	GL - F
	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F	KR - F
	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	LR - F			LR - F	LR - F	LR - F
	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F	NK - F		NK - F	NK - F	NK - F	NK - F
	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F	RINA - F
	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F
NETHERLANDS	ABS - P	ABS - P	ABS - P	ABS - P	ABS - P	ABS - P	ABS - P	ABS - P		ABS - F	ABS - P		
	BV - P	BV - P	BV - P	BV - P	BV - P	BV - P	BV - P	BV - P	BV - P				BV - P
	DNV - P	DNV - P	DNV - P		DNV - P	DNV - P	DNV - P	DNV - P		DNV - F	DNV - P		
	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P
	LR - P	LR - P	LR - P	LR - P	LR - P	LR - P	LR - P	LR - P	LR - P	LR - F	LR - F	LR - F	LR - F
	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P	NK - P
RINA - P	RINA - P	RINA - P	RINA - P	RINA - P	RINA - P	RINA - P	RINA - P		RINA - F	RINA - P			
POLAND											RS - F		
PORTUGAL	ABS - P							ABS - P			ABS - P		
	BV - P							BV - P			BV - P		
	DNV - P					DNV - P	DNV - P				DNV - P		
	GL - P							GL - P			GL - P		
	LR - P	LR - P				LR - F	LR - F	LR - P	LR - P	LR - P	LR - P		LR - F
	NK - P							NK - P			NK - P		
RINA - P							RINA - P	RINA - P		RINA - P			
SLOVAKIA	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F	DNV - F			DNV - F	DNV - F	
	GL - F	GL - F	GL - F	GL - F				GL - F	GL - F		GL - F	GL - F	
	LR - F	LR - F	LR - F	LR - F				LR - F	LR - F	LR - F	LR - F	LR - F	
	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	RS - F	
SLOVENIA	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F	GL - F		
SPAIN	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	GL - P	
SWEDEN	ABS - P							ABS - P	ABS - P	ABS - F	ABS - F	ABS - F	ABS - F
	BV - F							BV - F	BV - F	BV - F	BV - P	BV - F	BV - F
	DNV - F							DNV - F	DNV - F			DNV - F	DNV - F
	GL - P							GL - P	GL - P	GL - F	GL - F	GL - F	GL - F
LR - F							LR - F	LR - F	LR - F	LR - F	LR - F	LR - F	
UNITED KINGDOM	ABS - P	ABS - P		ABS - P				ABS - P	ABS - P	ABS - F	ABS - F	ABS - F	ABS - F
	BV - P	BV - P	BV - P	BV - P				BV - P	BV - P	BV - F		BV - F	BV - P
	DNV - F							DNV - P				DNV - F	DNV - F
	GL - F			GL - P				GL - P		GL - F	GL - F	GL - F	GL - F
	LR - P	LR - P	LR - P	LR - P				LR - P	LR - P	LR - F	LR - F	LR - F	LR - F
RINA - P			RINA - P				RINA - P		RINA - F	RINA - F	RINA - F	RINA - F	

ANNEX III

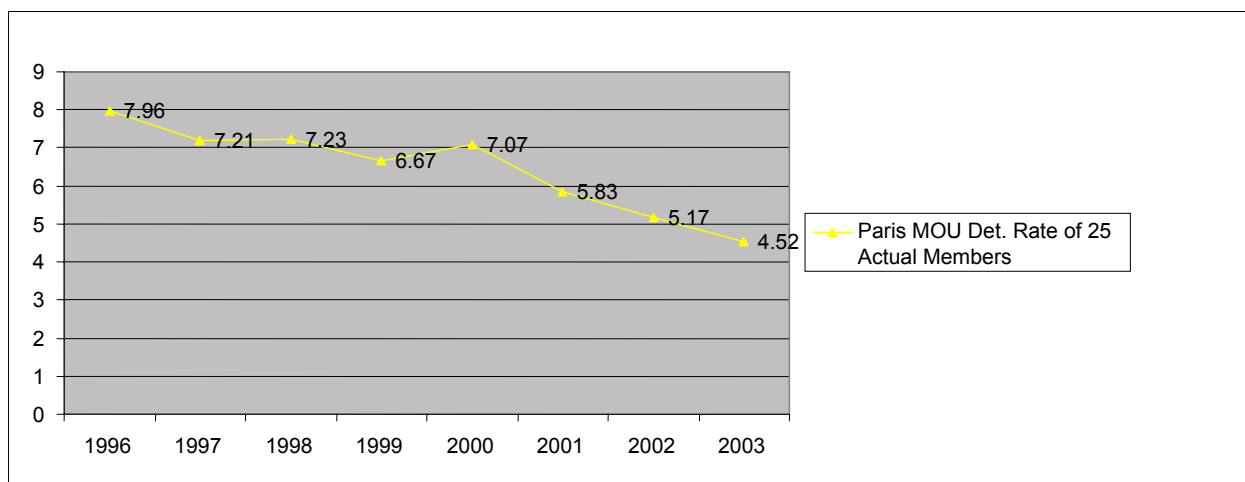
Port State Control analysis

The detailed information on the detention rates for the actual EU Member States fleets in the three main port State control regions, provided in the annual report of the Paris MoU, the Tokyo MoU and the US Coast Guard program, gives a better picture of the performance of the 25 European fleets.

1) Paris Memorandum of Understanding

The following table shows the evolution of the aggregated detention rate within the Paris MoU for the 25 actual Member States during the last 8 years:

	1996	1997	1998	1999	2000	2001	2002	2003
Paris MOU Detention Rate of the 25 actual Member States	7.96	7.21	7.23	6.67	7.07	5.83	5.17	4.52



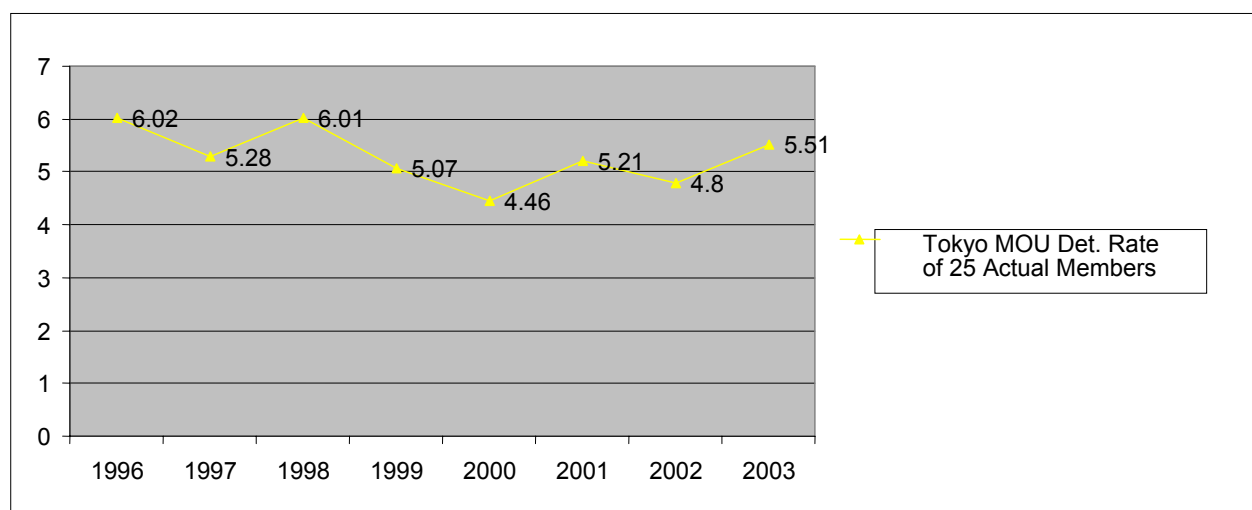
An encouraging positive trend appears from the above chart: the detention rate has sensibly reduced of almost 30% in the last four years.

When considering that the number of inspections undergone by EU flagged vessels have, has risen from 6.441 in 1996 to 7120 in 2003, and that those inspection are nowadays more detailed (due to more stringent regulation within the EU legislative framework), the overall trend result is considerable.

2) Tokyo Memorandum of Understanding

The following table shows the evolution of the aggregated detention rate within the Tokyo MoU for the 25 actual Member States during the last 8 years:

	1996	1997	1998	1999	2000	2001	2002	2003
Tokyo MOU Detention Rate of the 25 actual Member States	6.02	5.28	6.01	5.07	4.46	5.21	4.8	5.51

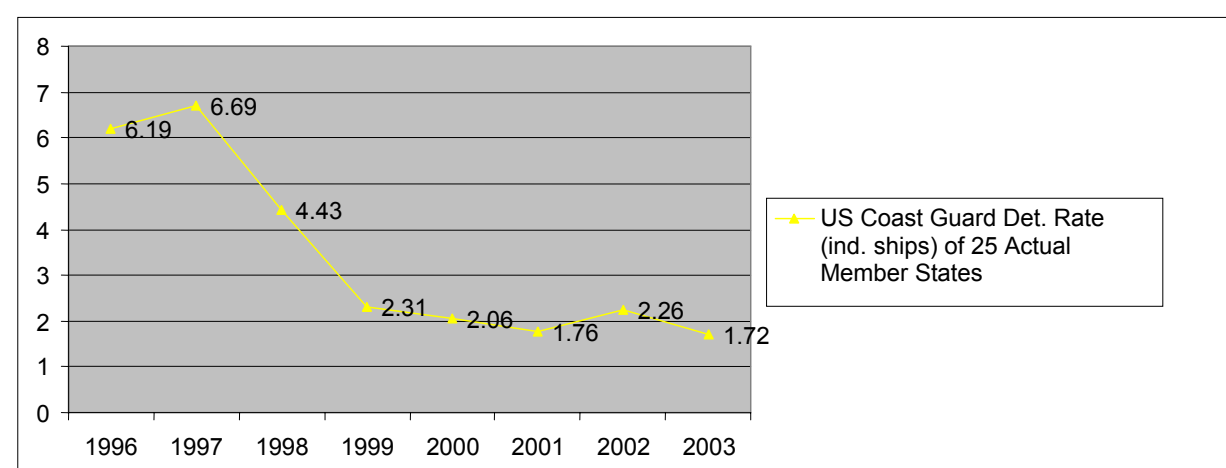


Despite an increasing number of inspections (from 1610 in 1996 to 2211 in 2003) the overall trend is slightly decreasing.

3) US Coast Guard Port State Control program

The following table shows the evolution of the aggregated detention rate within the US Coast Guard PSC program for the 25 actual Member States during the last 8 years:

	1996	1997	1998	1999	2000	2001	2002	2003
US Coast Guard Detention Rate (ind. ships) of actual 25 Members	6.19	6.69	4.43	2.31	2.06	1.76	2.26	1.72



As regarding the US Coast Guard PSC program, the number of EU flagged distinct vessels inspected in the eight years period has almost remained the same (2164 in 1996 to 1912 in 2003). In the same period, the detention rate has substantially fallen off nearly 75%.