




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1993/0518(SYN) SYN - Cooperation procedure (historic) Maritime safety: ship inspection and survey organisations Repealed by 2005/0237A(COD) Repealed by 2005/0237B(COD) Amended by 2000/0066(COD) Amended by 2000/0237(COD) Subject 3.20.03.01 Maritime safety	Procedure completed

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

Key events			
Date	Event	Reference	Summary
19/05/1993	Legislative proposal published	COM(1993)0218	Summary
21/06/1993	Committee referral announced in Parliament		
16/02/1994	Vote in committee		Summary
08/03/1994	Debate in Parliament		Summary
06/04/1994	Modified legislative proposal published	COM(1994)0111	Summary
19/09/1994	Council position published	08196/1994	Summary
28/09/1994	Committee referral announced in Parliament, 2nd reading		
25/10/1994	Vote in committee, 2nd reading		Summary
25/10/1994	Committee recommendation tabled for plenary, 2nd reading	A4-0039/1994	
15/11/1994	Debate in Parliament		
22/11/1994	Act adopted by Council after consultation of Parliament		

22/11/1994	End of procedure in Parliament		
12/12/1994	Final act published in Official Journal		

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Amendments and repeals	Repealed by 2005/0237A(COD) Repealed by 2005/0237B(COD) Amended by 2000/0066(COD) Amended by 2000/0237(COD)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

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A3-0082/1994 OJ C 077 14.03.1994, p. 0002	16/02/1994	
Text adopted by Parliament, 1st reading/single reading		T3-0140/1994 OJ C 091 28.03.1994, p. 0042-0099	09/03/1994	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0039/1994 OJ C 341 05.12.1994, p. 0005	25/10/1994	
Text adopted by Parliament, 2nd reading		T4-0107/1994 OJ C 341 05.12.1994, p. 0063-0069	16/11/1994	Summary
Council of the EU				
Document type	Reference		Date	Summary
Council position	08196/1994 OJ C 301 27.10.1994, p. 0075		19/09/1994	Summary
European Commission				
Document type	Reference		Date	Summary
Legislative proposal	COM(1993)0218 OJ C 167 18.06.1993, p. 0013		19/05/1993	Summary
Modified legislative proposal	COM(1994)0111 OJ C 124 05.05.1994, p. 0005		06/04/1994	Summary
Commission communication on Council's position	SEC(1994)1497 		26/09/1994	

Other institutions and bodies				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1160/1993 OJ C 034 02.02.1994, p. 0014	24/11/1993	Summary

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act	
Directive 1994/0057 OJ L 319 12.12.1994, p. 0020	Summary

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 13/06/1994

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 19/09/1994 - Council position

The common position, which was adopted unanimously, sets out the measures to be observed by Member States and the agencies responsible for surveying, inspecting and certifying ships with a view to ensuring that they comply with international conventions on safety at sea and the prevention of pollution from ships. According to the common position, the minimum criteria applicable to the agencies in question are contained in the following general provisions: the approved agency must be able to prove that it has extensive experience in evaluating, designing and building merchant ships and must class at least 1,000 ocean-going ships of at least 100 GRT. It must employ a technical staff in proportion to the number of ships classed and must publish an annual register of the ships under its control. It must not be controlled by shipowners or builders or other persons working in this commercial sector. In addition, the Member States undertake to subject third country ships not classed by shipping registers to port inspections as a matter of priority. The Member States must comply with the directive by 1 January 1996.

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 19/05/1993 - Legislative proposal

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

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 22/11/1994 - Final act

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

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 24/11/1993 - Economic and Social Committee: opinion, report

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 16/11/1994 - Text adopted by Parliament, 2nd reading

The European Parliament approved the Council common position without amendment.

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 09/03/1994 - Text adopted by Parliament, 1st reading/single reading

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

Maritime safety: ship inspection and survey organisations

1993/0518(SYN) - 06/04/1994 - Modified legislative proposal

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