

Basic information	
2025/2576(DEA) DEA - Delegated acts procedure	Procedure completed - delegated act enters into force
Information to be notified to ship reporting systems	
Supplementing 2000/0325(COD) Subject 3.20.03.01 Maritime safety	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	<div>TRAN</div> Transport and Tourism		

Key events			
Date	Event	Reference	Summary
19/02/2025	Non-legislative basic document published	C(2025)01012	Summary
19/02/2025	Initial period for examining delegated act 2 month(s)		
12/03/2025	Committee referral announced in Parliament		
29/04/2025	Delegated act not objected by Parliament		

Technical information	
Procedure reference	2025/2576(DEA)
Procedure type	DEA - Delegated acts procedure
Procedure subtype	Examination of delegated act
Amendments and repeals	Supplementing 2000/0325(COD)
Stage reached in procedure	Procedure completed - delegated act enters into force
Committee dossier	TRAN/10/02207

Documentation gateway			
European Commission			
Document type	Reference	Date	Summary
Non-legislative basic document	C(2025)01012	19/02/2025	Summary
Document attached to the procedure	C(2025)5126	18/07/2025	

Information to be notified to ship reporting systems

2025/2576(DEA) - 19/02/2025 - Non-legislative basic document

This **Delegated Directive amends Annex I to Directive 2002/59/EC** of the European Parliament and of the Council as regards the information to be reported under ship reporting systems with a view to mitigating the risks associated with the 'ghost fleet' and promoting a safer and more environmentally friendly maritime transport system.

Context

Directive 2002/59/EC aims to enhance maritime safety, prevent pollution, and improve traffic efficiency by requiring ships to notify certain information to the competent authorities. Directive 2009/20/EC, for its part, requires shipowners to have insurance for maritime claims.

Estimates suggest that **dark or shadow fleet** has grown by 70% over the last few years and comprise some 600 vessels and often comprise of substandard ships poses substantial risks to maritime safety and marine ecosystems. The opaque operation of the dark or shadow fleet creates difficulties, especially in establishing and verifying the status of certificates, including insurance certificates. The increased transportation of oil by such unsafe and uninsured ships undermines the safety and environmental standards in place under instruments developed by the IMO.

The existing requirements **do not adequately cover** situations of ships that irrespective of their flag sail along Member States coasts, in transit, but do not enter into any Member State port, and needs to be addressed.

Recent international developments emphasise the need for **robust measures** to address risks posed by uninsured and unsafe vessels. The IMO Assembly Resolution (December 2023) urges actions to prevent illegal operations in the maritime sector by the dark or shadow fleet.

Annex I to Directive 2002/59/EC outlines the type of information that ships are to provide to the authorities through relevant reporting systems. In order to meet evolving operational and safety needs, it is necessary to amend that Annex to include new information, and more specifically on insurance certificates, considered essential for ensuring maritime safety, environmental protection, and effective emergency response.

Content

This Delegated Directive aims to **amend Annex I to Directive 2002/59/EC**. Its purpose is to enhance maritime safety and environmental protection by requiring ships, including those sailing along EU Member States' coasts but not entering ports, to provide **proof of insurance certificates and financial guarantees**. This practice will improve the monitoring and, where so required, investigation of uninsured and unsafe vessels, particularly those carrying oil and other hazardous cargo, with special focus to vessels operating within the so-called 'dark fleet', which have grown in number due to geo-political conflicts.

Additionally, this Delegated Directive will harmonise EU legislation with international standards, incorporating recent global developments and ensuring consistency with the standards established by the International Maritime Organization (IMO).