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**INTERNATIONAL REGULATIONS
FOR SEAPORTS AND MARITIME TRANSPORT
– Follow-up 2020**

Vesa Kilpi

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ResQU2 Platform Project is an Interreg BSR Flagship Project from October 2018 till March 2021 with a budget of 1 million euros. ResQU2 stands for "Enhancing the durability of learning experiences gained in ChemSAR, HAZARD, DiveSmart Baltic and Mirg-Ex projects on guidelines, operational plans and procedures and exercises related to incidents at sea and in ports".

The objective of ResQU2 is to increase rescue authorities' and services' preparedness and reduce the effects of possible large-scale incidents at sea or in ports. ResQU2 will ensure that the learning experiences gained from the aforementioned four projects and existing guidelines are communicated, discussed and demonstrated to the national rescue authorities around the Baltic and North Sea areas.



Keywords

Safety, Security, Seaports, Regulations, Dangerous goods, IMO, EU, EMSA

Abstract

EU and IMO (International Maritime Organization) have both issued an extensive body of regulations and standards concerning the shipping of dangerous goods and the prevention of accidents of all sorts.

A previous HAZARD publication by Torstensson & Ekwall (2018) provides an overview of the international rules and regulations related to security and safety in seaports. The report at hand is a status follow-up concerning new regulations since the 2018 study.

In both reports, IMO MSC (Maritime Safety Committee) and MEPC (Marine Environmental Protection Committee) meeting documents and resolution data were gathered from IMO Docs and summarized. The EU directives and regulations concerning seaport safety and security were collected from the EUR-Lex database.

The documentation body is large and diverse, and the lists reported here are not complete but provide a key for the instructions that are more detailed and most up-to-date documents from IMO and EU databases.

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LIST OF ABBREVIATIONS

ADR	International Carriage of Dangerous Goods by Road
ATEX	Explosive atmosphere Directive 2014/34/EC for market of explosion-proof products
CE	Marking to show that products safety, health and environmental protection conform EEA regulations
CER	Community of European Railways
ChemSAR	Project for operational Plans and Procedures for Maritime Search and Rescue in HNS Incidents
COSS	Committee on Safe Seas and the Prevention of Pollution from Ships
DG	Dangerous goods
DiveSMART	Project strengthens coordination and cooperation between rescue divers
EC	European Commission
ECHA	European Chemicals Agency
ECSA	European Community Shipowners' Associations
EEA	European Economic Area
EEC	European Economic Community
EEDI	Energy Efficiency Design Index
EFT	European Transport Workers' Federation
EGR	Exhaust gas recirculation
EMSA	Safety and security agency
ENISA	European Union Agency for Cybersecurity
EU	European Union
EUR-Lex	Web access to European Union Law
EUSBSR	EU Strategy for the Baltic Sea Region
FST	Federation of Transport Workers' Unions in the European Union
GHG	Greenhouse gas
GHS	United Nations' Globally Harmonized System of Classification and Labelling of Chemicals
GESAMP	Group of Experts on the Scientific Aspects of Marine Environmental Protection
HAZARD	Project for Mitigating the Effects of Emergencies in the Baltic Sea Region Ports
IMDG	International Maritime Dangerous Goods Code
IMO	International Maritime Organization
IMODOCS	IMO document repository

ISM code	International Safety Management standard for the safe management and operation of ships and for pollution prevention
ISPS	International Ship and Port Facility Security
LNG	Liquefied Natural Gas
MARPOL	International Convention for the Prevention of Pollution from Ship
MEPC	Marine Environmental Protection Committee
MIRG-EX	Maritime Incident Response Groups
MLC	Maritime Labour Convention
MoU	Memorandum of Understanding
MSC	Maritime Safety Committee
Nox	Nitric oxide
NSA	National Safety Authorities
REACH	Registration, Evaluation, Authorisation and Restriction of Chemicals
ResQU2	Project platform consortium to enhance the durability of learning experiences gained in ChemSAR, HAZARD, DiveSmart Baltic, and Mirg-Ex projects
RID	International Carriage of Dangerous Goods by Rail
SEEMP	Ship Energy Efficiency management Plan
SOLAS	International convention for the Safety of Life at Sea
Sox	Sulfur oxide
STCW	International Convention on Standards of Training, Certification and Watchkeeping for seafarers
VOC	Volatile organic compound

1 PROJECT / INTRODUCTION

The ResQU2 project platform consortium brings together and enhances the learning experiences of four EUSBSR flagship projects consisting of ten project partners in eight countries (Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden, and The Netherlands).

The four projects worked with the improvement of maritime safety and security. The ChemSAR project worked on operational plans and procedures for maritime search and rescue in incidents involving hazardous and noxious substances. The DiveSMART project focused on the safety of underwater operations. The MIRG-EX project connected maritime incident response groups focusing on incidents onboard. In the HAZARD project, the focus area was to enhance safety and security at seaports in the Baltic Sea region.

The body of international safety and security codes issued by the EU and IMO lays a coherent base for the national rules of operation. A vast portion of the regulatory framework is multilateral UN-based codes: for example, the International Maritime Organization's (IMO) regulation on safety and security in seaport (ISPS), and the codes on the transport of Dangerous Goods by sea or land (e.g., IMDG, RID, ADR). There is also an extensive regulatory body on safety and security concerning the use and storage of hazardous substances used in industrial use. These refer, for example, to the EC's so-called Seveso III Directive as well as the rules under the so-called REACH package. In spite of the international regulatory framework, large variations exist on national-level implementation and on local level applications. In addition to a multi-layer set of rules, operators are subjected to various types of reporting and compliance checks at the local level.

Under the HAZARD project, one task was to provide a comprehensive listing of international rules and regulations stipulating safety and security in seaport facilities (Torstensson & Ekwall, 2018). In the ResQU2 work package (WP 3), the objective is to provide an update to the HAZARD report to further improve the compliance of the regulatory framework on maritime and seaport safety and security and enhance risk management practices.

The first sub-item of this project work package (3.1) is a follow-up of changes in the international IMO and EU regulatory framework(s) on maritime and seaport safety and security related issues. This task has been done similarly as in the HAZARD project: by reviewing the amendments and changes in the contemporary regulatory framework. These changes are reported in this document, including remarks on the implications of the changes to ship-owners and seaports.

2 INTERNATIONAL FRAMEWORK OF CONTRACTS AND CONVENTIONS

2.1 IMO codes and agreements

Under the International Maritime Organization (IMO), there are several international safety codes and agreements (Table 1). Convention for safety of life at sea (SOLAS) is the fundamental agreement concerning international maritime safety. Current version was signed in 1974, and it has been updated several times over the years since the first convention of 1914. The convention captures practically all safety aspects of merchant shipping, from ship construction to navigation and operation in polar waters. It also consists specific chapter on the carriage of dangerous goods.

International Convention for the Prevention of Pollution from Ships (MARPOL) is another important convention under IMO. It covers issues about possible pollution and harmful substances in maritime transport. IMO adopted the first version in 1973, and it has been amended several times since that. It consists of regulations to prevent pollution from ships, both accidental and those due to normal operations.

Maritime Safety Committee (MSC) is a central technical body of IMO, and it deals with all aspects concerning maritime security within the scope of IMO. Resolutions of MSC provides core body of documentation¹ concerning maritime transportation in general and specifically handling of dangerous goods and hazardous substances. In MSC, updates and amendments are added to IMO conventions. The Marine Environment Protection Committee (MEPC) focuses on the prevention and control of pollution from ships². The amendments are adopted in annual meetings. Documentation of the MEPC and MSC meetings and agreed updates are published in IMODocs³.

¹ IMO Knowledge Centre MSC:
<https://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Pages/MSC.aspx>

² IMO Knowledge centre MEPC:
<https://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Pages/MEPC.aspx>

³ <https://www.imo.org/en/About/Pages/DocumentsResources.aspx>

Table 1: IMO core committees and conventions

MSC	Maritime Safety Committee
COLREG	Convention on the International Regulations for Preventing Collisions at Sea
SOLAS	International Convention for the Safety of Life at Sea
ISPS	International Ship and Port Facility Security Code
IMDG	International Maritime Dangerous Goods Code
IMSBC	International Maritime Solid Bulk Cargoes Code,
IGF	the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels
IGC	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
TDC	the Code of Safe Practice for Ships Carrying Timber Deck Cargoes
CSC	International Convention for Safe Containers
LL	International Convention on Load Lines
ISM	International Safety Management
SAR	International Convention on Maritime Search and Rescue
TONNAGE	International Convention on Tonnage Measurement of Ships,
STCW	International Convention on Standards of Training, Certification and Watch-keeping for Seafarers
MEPC	Marine Environment Protection Committee
MARPOL	International Convention for the Prevention of Pollution from Ships
	Annex I Regulations for the Prevention of Pollution by Oil (entered into force 2 October 1983)
	Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk (entered into force 2 October 1983)
	Annex III Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form (entered into force 1 July 1992)
	Annex IV Prevention of Pollution by Sewage from Ships (entered into force 27 September 2003)
	Annex V Prevention of Pollution by Garbage from Ships (entered into force 31 December 1988)
	Annex VI Prevention of Air Pollution from Ships (entered into force 19 May 2005)
Circulars, Codes of Practice, Recommendations and Guidelines.	
	MSC-FAL.1/Circ.3. Guidelines on Maritime Cyber Risk Management
	MSC.1/Circ.1595 e-navigation Strategy Implementation Plan (SIP) was approved by MSC 99 in May 2018 (MSC.1/Circ.1595)
	EPC.1-CIRC.834.Rev.1_EN.docx Consolidated guidance for port reception facility providers and users
GESAMP	The Revised GASAMP Hazard Evaluation Procedure for Chemical Substances Carried by Ships
	ILO Maritime Labour Convention,

2.2 Maritime Safety Committee resolutions

In IMO, the Maritime Safety Committee is in charge of issues related to navigation, equipment used in vessels, and construction of vessels. MSC's scope covers passenger ships and all kinds of cargo ships. It takes care of matters affecting maritime safety and looks after manning issues and the handling of dangerous cargoes from a safety point of view.

MSC updates SOLAS convention and codes related to it. For the competence requirement of seafarer, MSC looks after the STCW convention.

In addition to the maintenance of existing conventions, MSC works with new environmental goal-based standards of shipbuilding and operation, cybersecurity, new navigation systems, and autonomous vessel development. MSC meetings are organized once or twice in a year, and resolutions are published in IMODOCS.

This document is an update for [the HAZARD project publication 25:2018](#) (Torstensson & Ekwall, 2018). APPENDIX 1 comprises complete lists of MSC resolutions from MSC 96 (2016) up to the MSC 101 (2019) meeting. In Table 2, there are items considered to have more interest in port security and safety. However, an explicit selection is not possible, and it is advised to have a closer look at the more detailed document of interest in IMODOCS. One should also notice that resolutions are applied in EU and country legislation bodies with some delay.

Table 2: Seaport safety related resolutions of IMO Maritime Safety Committee

Resolution	Title	Note
MSC.406(96)	AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE AMENDMENT 38-16	Complete text of IMDG Code (pages 878). Training for shore-sided personnel
MSC.404(96)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	Ch II-2 Construction - fire protection, fire detection and fire extinction, Chapter III Life-saving appliances and arrangements
MSC.402(96)	REQUIREMENTS FOR MAINTENANCE, THOROUGH EXAMINATION, OPERATIONAL TESTING, OVERHAUL AND REPAIR OF LIFEBOATS AND RESCUE BOATS, LAUNCHING APPLIANCES AND RELEASE GEAR	Relates to SOLAS regulation III/20 and III/36
MSC.420(97)	INTERIM RECOMMENDATIONS FOR CARRIAGE OF LIQUEFIED HYDROGEN IN BULK	Interim Recommendations for carriage of liquefied hydrogen in bulk
MSC.417(97)	AMENDMENTS TO PART A OF THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE	Safety training for personnel providing direct service to passengers in passenger spaces

MSC.411(97)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE) Amends MSC.5(48)	Ship arrangements; Accommodation, service and machinery spaces and control stations (windows)
MSC.410(97)	AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)	ARRANGEMENT OF MEANS OF ESCAPE
MSC.409(97)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	Firefighting equipment
MSC.433(98)	GUIDELINES AND CRITERIA FOR SHIP REPORTING SYSTEMS	Ship reporting systems should be considered for adoption by the Organization only if supported by a demonstrated need to address one or more of the following: the improvement of the safety of life at sea, the safety and efficiency of navigation and/or to increase the protection of the marine environment. They may or may not be operated as part of a vessel traffic service.
MSC.428(98)	MARITIME CYBER RISK MANAGEMENT IN SAFETY MANAGEMENT SYSTEMS	MSC-FAL.1/Circ.3 MARITIME CYBER RISK MANAGEMENT IN SAFETY MANAGEMENT SYSTEMS THE MARITIME SAFETY COMMITTEE, RECOGNIZING the urgent need to raise awareness on cyber risk threats and vulnerabilities to support safe and secure shipping, which is operationally resilient to cyber risks.
MSC.426(98)	AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE	The primary aim of the IMSBC Code is to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the procedures to be adopted when the shipment of solid bulk cargoes is contemplated

MSC.448(99)	REVISED GUIDELINES ON THE PREVENTION OF ACCESS BY STOWAWAYS AND THE ALLOCATION OF RESPONSIBILITIES TO SEEK THE SUCCESSFUL RESOLUTION OF STOWAWAY CASES	Access to port
MSC.446(99)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)	IMDG
MSC.442(99)	AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE	IMDG, Lithium
MSC.441(99)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)	LNG loading
MSC.440(99)	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (MSC.4(48))	Dangerous chemicals loading
MSC.468(101)	AMENDMENTS TO PROMULGATION OF MARITIME SAFETY INFORMATION (RESOLUTION A.705(17), AS AMENDED)	The Maritime Safety Information service of the Global Maritime Distress and Safety System (GMDSS) is the internationally and nationally coordinated network of broadcasts containing information, which is necessary for safe navigation, received on ships by equipment, which automatically monitors the appropriate transmissions, displays information that is relevant to the ship and provides a print capability.
MSC.465(101)	RECOMMENDED INTERIM MEASURES TO ENHANCE THE SAFETY OF SHIPS RELATING TO THE USE OF OIL FUEL	Bunkering
MSC.463(101)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)	Hydrogen sulfide (H ₂ S) detection equipment for bulk liquids

MSC.462(101)	Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code, (2008) (MSC.268(85))	The consolidated edition of the International Maritime Solid Bulk Cargoes Code (IMSBC Code), incorporating amendment 05-19. The 2019 amendments include updates to various schedules, such as new individual schedule for BAUXITE FINES as a Group A cargo, as well as editorial amendments.
MSC.458(101)	International Code of Safety for Ships using Gases or other Low-flashing Point Fuels (IGF Code) (MSC.391(95))	LNG fuel, safety on ship

2.3 Marine Environment Protection Committee resolutions

In IMO's scope of interests, The Marine Environment Protection Committee (MEPC) looks after environmental issues. The prevention and control of ship-based pollution are covered by the MARPOL treaty. The treaty covers oil, chemicals carried in bulk, sewage, garbage, and emissions from ships, including air pollutants and greenhouse gas emissions.

Marine environment protection also consists of ballast water management, anti-fouling systems, ship recycling, pollution preparedness and response, and identification of special areas and particularly sensitive sea areas.

The update covers meetings from MEPC 69 (2016) to MEPC 73 (2018) continuing the original document of the HAZARD project (Torstensson & Ekwall, 2018). In *Table 3*, there resolutions related to seaport safety and security. Drawing the borderline between the seaport and other maritime safety is not clear-cut. Thus the complete list of resolutions can be found in APPENDIX 2.

Table 3: Seaport safety related resolutions of the IMO Maritime Environmental Protection committee

Resolution	Title	Note
MEPC.275(69)	ESTABLISHMENT OF THE DATE ON WHICH REGULATION 11.3 OF MARPOL ANNEX IV IN RESPECT OF THE BALTIC SEA SPECIAL AREA SHALL TAKE EFFECT	Special area (passenger ship discharge)
MEPC.274(69)	AMENDMENTS TO MARPOL ANNEX IV (BALTIC SEA SPECIAL AREA AND FORM OF ISPP CERTIFICATE)	Special area (passenger ship discharge)
MEPC.270(69)	AMENDMENTS TO MARPOL ANNEX II (REVISED GESAMP HAZARD EVALUATION PROCEDURE)	GESAMP doc
MEPC.277(70)	AMENDMENTS TO MARPOL ANNEX V (HME SUBSTANCES AND FORM OF GARBAGE RECORD BOOK)	declare whether they are harmful to the marine environment (HME)
MEPC.276(70)	AMENDMENTS TO MARPOL ANNEX I (FORM B OF THE SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE)	ballast water
MEPC.286(71)	AMENDMENTS TO MARPOL ANNEX VI (DESIGNATION OF THE BALTIC SEA AND THE NORTH SEA EMISSION CONTROL AREAS FOR NOX TIER III CONTROL AND INFORMATION TO BE INCLUDED IN THE BUNKER DELIVERY NOTE)	Emission control areas
MEPC.303(72)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)	DG
MEPC.302(72)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)	DG

3 EU DIRECTIVES AND REGULATIONS UPDATE

EU publishes its regulations and directives on the EUR-Lex web page. Regulations are applied as such across the EU to ensure the common set of rules in every country. Most of the EU legislative acts are directives setting a goal for the member states' legislation, but the final implementation varies country by country.

The original version of seaport related directives has been published in HAZARD project publication number 25 (Torstensson & Ekwall, 2018). In the new amended list, there are 115 regulations, directives, and decisions, of which 19 are new. It is meant to be used as an easy access directory to seek information about the transportation of dangerous goods and hazardous substances in seaborne transportation and at seaports. The scope extends to some general health and safety regulations and seafaring competence requirements related to seaborne transportation.

In the following chapters of seaport and marine transport, the relevant EU directives are summarized from EUR-Lex data. A more comprehensive list of directives can be found from APPENDIX 3. Changes in EU legislation have been reviewed, and updates are listed up to February 2020. The selection is limited to binding directives, decisions, and regulations relevant to the Baltic Sea Region. As seaport is an intersection of many activities, also the selected documentation extends beyond seaport borders. However, one should note that the list is not exhaustive, and when data is used, it is advised to fetch the up-to-date document from the EUR-Lex database and refer to local laws.

3.1 Health and Safety

The work environment at seaport includes a multitude of tasks. Some of them are specific for the maritime environment, but the workplace safety at seaport is much governed by the general health and safety instructions. Also, directives more explicitly targeted for maritime working conditions and maritime labor agreements exist. The complete list in Table A3.1 of Appendix 3 comprises the EU directives and regulations concerning workplace safety applicable to maritime and seaport environments.

3.2 Work equipment

In seaport, safety depends on the safe use and appropriate condition of working tools and machines. Table A3.2 in APPENDIX 3 includes the equipment directives, for example, the pressure equipment, handling of gaseous fuels, and aerosols. The list also includes directives concerning the construction and use of equipment for work. Also, personal protective equipment and pollution prevention are included. Directive 2019/1397 implements the SOLAS requirement for the construction of marine equipment.

3.3 Safety and security of ships

This section consists of directives and regulations specifically for safety and security onboard (Table A3.3 of APPENDIX 3). These include, for example, the implementation of the MARIPOL convention of pollution prevention, ship inspection, and flag state control and responsibilities. In addition, the directives to monitor and report shipping company performance concerning safety and security issues are covered.

3.4 Safety and security of port facilities

Table A3.4 of APPENDIX 3 comprises regulations and directives concerning the safety and security issues at seaports including the implementation of SOLAS convention. For port security, the directive 2005/65 introduces a framework of comparable security standards for European ports. Regulation 2017/352 enhances the management practices and financial transparency at ports. For the environmental protection point of view, directive 2019/883 set the rules for the safe handling of waste from ships.

3.5 Transportation

Seaports are junction points of goods and passengers in transit, which makes the spectrum of the regulation body wide. In the Table A3.5 of APPENDIX 3, the transportation-related directives are listed. These directives cover maritime transportation, the loading and unloading of ships, and inspection of ships. Directive 2008/68 sets rules for the transportation of dangerous goods by road, rail, or by inland waterway and the changes in the mode of transport. One aspect here is pollution prevention in maritime transport. As part of the overall safety, also the directive of passage safety (2009/45) is included. Also directives for railroad safety are included as they link closely to seaports.

3.6 Chemicals and hazardous substances

Safety precautions concerning chemicals and hazardous substances are listed in Table A3.6 of Appendix 3. The REACH regulation (1907/2006) stipulates the responsibilities of industry and authorities. Directive 2012/45 enhances the control of accidents where DG is involved. In addition to direct handling rules, the aim of many directives is in pollution prevention. Hazardous materials are transported by ships but also within ships. Therefore, the Hong Kong Convention ratification regulation (1257/2013) is included.

3.7 Exposure to physical agents, explosives and electrical safety

This section concerns the directives to mitigate the risks of exposure to physical agents (Table A3.7 of APPENDIX 3) explosive atmospheres (Table A3.8 of APPENDIX 3), and electrical equipment (Table A3.9 of APPENDIX 3). Risks vary from asbestos (2003/148) inhale to hearing damage due to loud noise indoors (2003/10) or outdoors (2000/14). The regulation concerning the use of laser (2006/25) is also present in seaports. For radioactive radiation risk mitigation, directive 2009/71 provides advice. In Table A3.8, the directives specifically related to the protective equipment to be used in explosive atmospheres and how to protect workers who are working under such conditions are listed.

3.8 Accident investigation

The directives listed in Table A3.10 of APPENDIX 3 cover pollution damage and accident liabilities. These directives include preventive practices (2009/18), compensation principles for pollution damages (2004/246 and 2002/971), and damage compensation for passengers (392/2009). Also, instructions for insurance (2009/20) accident investigation procedures (651/2001) are included.

3.9 Competence requirements

Appropriate competence affects positively the safety and security marine work, and in seaports, Directives (e.g. 201/2397) set common standards for recognition of seafarer competence in Europe. There are specific competence requirements for maritime professionals such as STCW. For seaport workforce there are no such global requirements (Table A3.11 of APPENDIX 3).

3.10 Security agency & Communication

Increasing traffic requires improved communication. Regulations related to communications and cybersecurity are listed in Table A3.12 of APPENDIX 3. For example, the European Single Window environment (2019/1239) facilitates a harmonized interface between ports and vessels. The increasing information and communication technologies provide tools to enhance safety and security, but they also open ways to new risks.

ENISA's target is to improve cybersecurity across Europe (2019/881). Safety and security agency EMSA's (100/2013) objective is to improve the preparedness to risks and the response to possible accidents. The Committee on Safe Seas (COSS/2099/2002) enhances the implementation of pollution prevention legislation.

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APPENDIX 1

The resolutions of IMO's Maritime Safety Committee

Table A1.1: The resolutions of IMO's Maritime Safety Committee session 96 (2016)

MSC.408(96)	AMENDMENTS TO CHAPTER 2 OF THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)	Lifeboat capacity formula
MSC.407(96)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU CODE)	change in Paragraph 9.16 – Provisions for helicopter facilities
MSC.406(96)	AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE AMENDMENT 38-16	Complete text of IMDG Code (pages 878). Training for shore-sided personnel
MSC.405(96)	AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)	Annex A, Code on the enhanced programme of inspections during surveys of bulk carriers, Part A Code on the enhanced programme of inspections during surveys of bulk carriers having single-sided skin construction
MSC.404(96)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	Ch II-2 Construction - fire protection, fire detection and fire extinction, Chapter III Life-saving appliances and arrangements
MSC.403(96)	AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)	Ch8, Automatic sprinkler, fire detection systems and fire alarms. Ch17 Helicopter facility foam firefighting appliances
MSC.402(96)	REQUIREMENTS FOR MAINTENANCE, THOROUGH EXAMINATION, OPERATIONAL TESTING, OVERHAUL AND REPAIR OF LIFEBOATS AND RESCUE BOATS, LAUNCHING APPLIANCES AND RELEASE GEAR	Relates to SOLAS regulation III/20 and III/36

Table A1.2 : The resolutions of IMO's Maritime Safety Committee session 97 (2016)

MSC.420(97)	INTERIM RECOMMENDATIONS FOR CARRIAGE OF LIQUEFIED HYDROGEN IN BULK	Interim Recommendations for carriage of liquefied hydrogen in bulk
MSC.419(97)	AMENDMENTS TO THE GENERAL PROVISIONS ON SHIPS' ROUTEING (RESOLUTION A.572(14), AS AMENDED)	...planning to establish multiple structures at sea, including but not limited to wind turbines, Governments should take into account, as far as practicable, the impact these could have on the safety of navigation, including any radar interference.
MSC.418(97)	INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES	Offshore industrial activities are the construction, maintenance, operation or servicing
MSC.417(97)	AMENDMENTS TO PART A OF THE SEAFARERS' TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) CODE	Safety training for personnel providing direct service to passengers in passenger spaces
MSC.416(97)	AMENDMENTS TO THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED	STCW instructions for training of staff on ships operating in polar waters
MSC.415(97)	AMENDMENTS TO PART B OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE)	towing and anchor handling
MSC.414(97)	AMENDMENTS TO THE INTRODUCTION AND PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE) (UNDER THE 1988 LOAD LINES PROTOCOL)	awaiting certification
MSC.413(97)	AMENDMENTS TO THE INTRODUCTION AND PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE) (UNDER THE 1974 SOLAS CONVENTION)	awaiting certification
MSC.412(97)	AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)	Ship survey instruction

MSC.411(97)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE) Amends MSC.5(48)	Ship arrangements; Accommodation, service and machinery spaces and control stations (windows)
MSC.410(97)	AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)	ARRANGEMENT OF MEANS OF ESCAPE
MSC.409(97)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	Firefighting equipment

Table A1.3: The resolutions of IMO's Maritime Safety Committee session 98 (2017)

MSC.435(98)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS, 2009 (2009 MODU CODE)	"offshore"
MSC.434(98)	PERFORMANCE STANDARDS FOR A SHIP EARTH STATION FOR USE IN THE GMDSS	The ship earth station should comply with the technical standard provided by the recognized mobile-satellite service provider and be certified by this provider for operation in the GMDSS, in order to ensure operational reliability
MSC.433(98)	GUIDELINES AND CRITERIA FOR SHIP REPORTING SYSTEMS	Ship reporting systems should be considered for adoption by the Organization only if supported by a demonstrated need to address one or more of the following: the improvement of the safety of life at sea, the safety and efficiency of navigation and/or to increase the protection of the marine environment. They may or may not be operated as part of a vessel traffic service.
MSC.432(98)	AMENDMENTS TO PERFORMANCE STANDARDS FOR MULTI-SYSTEM SHIPBORNE RADIONAVIGATION RECEIVERS (RESOLUTION MSC.401(95))	should process them in accordance with the message priority defined by the

MSC.431(98)	AMENDMENTS TO THE REVISED PERFORMANCE STANDARDS FOR ENHANCED GROUP CALL (EGC) EQUIPMENT (RESOLUTION MSC.306(87))	ITU Radio Regulations.
MSC.430(98)	AMENDMENTS TO THE REVISED PERFORMANCE STANDARDS FOR NARROW-BAND DIRECT-PRINTING TELEGRAPH EQUIPMENT FOR THE RECEPTION OF NAVIGATIONAL AND METEOROLOGICAL WARNINGS AND URGENT INFORMATION TO SHIPS (NAVTEX) (RESOLUTION MSC.148(77))	text correction
MSC.429(98)	REVISED EXPLANATORY NOTES TO THE SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS	ship design guidelines
MSC.428(98)	MARITIME CYBER RISK MANAGEMENT IN SAFETY MANAGEMENT SYSTEMS	MSC-FAL.1/Circ.3 MARITIME CYBER RISK MANAGEMENT IN SAFETY MANAGEMENT SYSTEMS THE MARITIME SAFETY COMMITTEE, RECOGNIZING the urgent need to raise awareness on cyber risk threats and vulnerabilities to support safe and secure shipping, which is operationally resilient to cyber risks.
MSC.427(98)	AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70), AS AMENDED)	Part 1 – Prototype tests for life-saving appliances
MSC.426(98)	AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE	The primary aim of the IMSBC Code is to facilitate the safe stowage and shipment of solid bulk cargoes by providing information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the procedures to be adopted when the shipment of solid bulk cargoes is contemplated
MSC.425(98)	AMENDMENTS TO THE INTERNATIONAL LIFE-SAVING APPLIANCE (LSA) CODE	CHAPTER VI LAUNCHING AND EMBARKATION APPLIANCES

MSC.424(98)	AMENDMENTS TO THE INTERNATIONAL CODE OF THE SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE)	Chapter 8 Life-saving appliances and arrangements
MSC.423(98)	AMENDMENTS TO THE INTERNATIONAL CODE OF THE SAFETY FOR HIGH-SPEED CRAFT, 1994 (1994 HSC CODE)	Chapter 8 Life-saving appliances and arrangements
MSC.422(98)	AMENDMENTS TO THE INTERNATIONAL CODE OF THE SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)	Regulations for fire protection (correction)
MSC.421(98)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	stability requirements of a ship

Table A1.4: Maritime Safety Committee session 99 (2018)

MSC.452(99)	AMENDMENTS TO THE REVISED PERFORMANCE STANDARDS FOR INTEGRATED NAVIGATION SYSTEMS (INS) (RESOLUTION MSC.252(83))	Navigation
MSC.451(99)	STATEMENT OF RECOGNITION OF MARITIME MOBILE SATELLITE SERVICES PROVIDED BY IRIDIUM SATELLITE LLC	Iridium satellite services
MSC.450(99)	STATEMENT OF RECOGNITION OF MARITIME MOBILE SATELLITE SERVICES PROVIDED BY INMARSAT GLOBAL LTD.	Inmarsat
MSC.449(99)	PERFORMANCE STANDARDS FOR SHIPBORNE INDIAN REGIONAL NAVIGATION SATELLITE SYSTEM (IRNSS) RECEIVER EQUIPMENT	Navigation
MSC.448(99)	REVISED GUIDELINES ON THE PREVENTION OF ACCESS BY STOWAWAYS AND THE ALLOCATION OF RESPONSIBILITIES TO SEEK THE SUCCESSFUL RESOLUTION OF STOWAWAY CASES	Access to port

MSC.447(99)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (GC CODE)	
MSC.446(99)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)	IMDG
MSC.445(99)	AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS, 2008 (2008 SPS CODE)	
MSC.444(99)	AMENDMENTS TO PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE)**	
MSC.443(99)	AMENDMENTS TO PART A OF THE INTERNATIONAL CODE ON INTACT STABILITY, 2008 (2008 IS CODE)	
MSC.442(99)	AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE	IMDG, Lithium
MSC.441(99)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE)	LNG loading
MSC.440(99)	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (MSC.4(48))	Dangerous chemicals loading
MSC.439(99)	2000 International Code of Safety for High-Speed Craft (2000 HSC Code) (MSC.97(73))	Communication
MSC.438(99)	International Code of Safety for High-Speed Craft (1994 HSC Code) (MSC.36(63))	Communication
MSC.437(99)	International Code for Application of Fire Test Procedure, 2010 (2010 FTP Code) (MSC.307(88))	Fire protection materials and required approval test methods for passenger ships and high-speed craft
MSC.436(99)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED	Solas; CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS

Table A1.5: The resolutions of IMO's Maritime Safety Committee session 100 (2018)

MSC.455(100)	AMENDMENTS TO PART B OF THE STCW CODE	Minor text correction
MSC.454(100)	REVISED GUIDELINES FOR VERIFICATION OF CONFORMITY WITH GOAL-BASED SHIP CONSTRUCTION STANDARDS FOR BULK CARRIERS AND OIL TANKERS	Tanker Construction
MSC.453(100)	AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS (SPS CODE)	Special ships

Table A1.6: The resolutions of IMO's Maritime Safety Committee session 101 (2019)

MSC.472(101)	AMENDMENTS TO THE REVISED RECOMMENDATION ON TESTING OF LIFE-SAVING APPLIANCES (RESOLUTION MSC.81(70), AS AMENDED)	Safety on ship
MSC.471(101)	PERFORMANCE STANDARDS FOR FLOAT-FREE EMERGENCY POSITION-INDICATING RADIO BEACONS (EPIRBs) OPERATING ON 406 MHz	Safety on ship
MSC.470(101)	AMENDMENTS TO WORLD-WIDE NAVIGATIONAL WARNING SERVICE (RESOLUTION A.706(17), AS AMENDED)	Navigation
MSC.469(101)	AMENDMENTS TO WORLD-WIDE NAVIGATIONAL WARNING SERVICE (RESOLUTION A.706(17), AS AMENDED)	Navigation
MSC.468(101)	AMENDMENTS TO PROMULGATION OF MARITIME SAFETY INFORMATION (RESOLUTION A.705(17), AS AMENDED)	The Maritime Safety Information service of the Global Maritime Distress and Safety System (GMDSS) is the internationally and nationally coordinated network of broadcasts containing information, which is necessary for safe navigation, received on ships by equipment, which automatically monitors the appropriate transmissions, displays information that is relevant to the ship and provides a print capability.

MSC.467(101)	GUIDANCE ON THE DEFINITION AND HARMONIZATION OF THE FORMAT AND STRUCTURE OF MARITIME SERVICES IN THE CONTEXT OF E-NAVIGATION	E-Navigation
MSC. 466(101)	AMENDMENTS TO THE PERFORMANCE STANDARDS FOR THE PRESENTATION OF NAVIGATION-RELATED INFORMATION ON SHIPBORNE NAVIGATIONAL DISPLAYS (RESOLUTION MSC.191(79))	Navigation
MSC.465(101)	RECOMMENDED INTERIM MEASURES TO ENHANCE THE SAFETY OF SHIPS RELATING TO THE USE OF OIL FUEL	Bunkering
MSC.464(101)	AMENDMENTS TO THE CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS (SPS CODE)	Special ships safety equipment
MSC.463(101)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)	Hydrogen sulfide (H ₂ S) detection equipment for bulk liquids
MSC.462(101)	Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code, (2008) (MSC.268(85))	The consolidated edition of the International Maritime Solid Bulk Cargoes Code (IMSBC Code), incorporating amendment 05-19. The 2019 amendments include updates to various schedules, such as new individual schedule for BAUXITE FINES as a Group A cargo, as well as editorial amendments.
MSC.461(101)	AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)	Bulk Cargo
MSC.460(101)	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (MSC.4(48))	Bulk Cargo

MSC.459(101)	International Life-Saving Appliances (LSA) Code (MSC.48(66))	lifeboat (minor)
MSC.458(101)	International Code of Safety for Ships using Gases or other Low-flashing Point Fuels (IGF Code) (MSC.391(95))	LNG fuel, safety on ship
MSC.457(101)	International Code for Fire Safety Systems (FSS Code) (MSC.98(73))	Minor document correction
MSC.456(101)	International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974)	Minor document correction

APPENDIX 2

The resolutions of IMO's Maritime Environmental Committee

Table A2.1: The resolutions of IMO's Maritime Environmental Protection Committee session 69 (2016)

MEPC.275(69)	ESTABLISHMENT OF THE DATE ON WHICH REGULATION 11.3 OF MARPOL ANNEX IV IN RESPECT OF THE BALTIC SEA SPECIAL AREA SHALL TAKE EFFECT	Special area (passenger ship discharge)
MEPC.274(69)	AMENDMENTS TO MARPOL ANNEX IV (BALTIC SEA SPECIAL AREA AND FORM OF ISPP CERTIFICATE)	Special area (passenger ship discharge)
MEPC.273(69)	AMENDMENTS TO THE 2010 GUIDELINES FOR MONITORING THE WORLDWIDE AVERAGE SULPHUR CONTENT OF FUEL OILS SUPPLIED FOR USE ON BOARD SHIPS (RESOLUTION MEPC.192(61))	Sox
MEPC.272(69)	AMENDMENTS TO THE NOX TECHNICAL CODE 2008 NITROGEN OXIDES FROM MARINE DIESEL ENGINES (TESTING OF GAS-FUELLED AND DUAL FUEL ENGINES)	Nox
MEPC.271(69)	AMENDMENTS TO REGULATION 13 OF MARPOL ANNEX VI (RECORD REQUIREMENTS FOR OPERATIONAL COMPLIANCE WITH NOX TIER III EMISSION CONTROL AREAS)	Nox
MEPC.270(69)	AMENDMENTS TO MARPOL ANNEX II (REVISED GESAMP HAZARD EVALUATION PROCEDURE)	GESAMP doc

Table A2.2: The resolutions of IMO's Maritime Environmental Protection Committee session 70 (2016)

MEPC.285(70)	AMENDMENTS TO THE REVISED GUIDELINES AND SPECIFICATIONS FOR POLLUTION PREVENTION EQUIPMENT FOR MACHINERY SPACE BILGES OF SHIPS (RESOLUTION MEPC.107(49)) Amends MEPC.107(49)	Bilge water
MEPC.284(70)	AMENDMENTS TO THE 2012 GUIDELINES ON IMPLEMENTATION OF EFFLUENT STANDARDS AND PERFORMANCE TESTS FOR SEWAGE TREATMENT PLANTS Amends MEPC.227(64)	Sewage
MEPC.283(70)	DESIGNATION OF THE JOMARD ENTRANCE AS A PARTICULARLY SENSITIVE SEA AREA	Sensitive area

MEPC.282(70)	2016 GUIDELINES FOR THE DEVELOPMENT OF A SHIP ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP) Supersedes MEPC.213(63)	SEEMP
MEPC.281(70)	AMENDMENTS TO THE 2014 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS (RESOLUTION MEPC.245(66), AS AMENDED BY RESOLUTION MEPC.263(68)) Amends MEPC.245(66), as amended	EEDI
MEPC.280(70)	EFFECTIVE DATE OF IMPLEMENTATION OF THE FUEL OIL STANDARD IN REGULATION 14.1.3 OF MARPOL ANNEX VI	Sox
MEPC.279(70)	2016 GUIDELINES FOR APPROVAL OF BALLAST WATER MANAGEMENT SYSTEMS (G8) Supersedes MEPC.174(58)	ballast water
MEPC.278(70)	AMENDMENTS TO MARPOL ANNEX VI (DATA COLLECTION SYSTEM FOR FUEL OIL CONSUMPTION OF SHIPS)	sox
MEPC.277(70)	AMENDMENTS TO MARPOL ANNEX V (HME SUBSTANCES AND FORM OF GARBAGE RECORD BOOK)	declare whether they are harmful to the marine environment (HME)
MEPC.276(70)	AMENDMENTS TO MARPOL ANNEX I (FORM B OF THE SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE)	ballast water

Table A2.3: The resolutions of IMO's Maritime Environmental Protection Committee session 71 (2017)

MEPC.295(71)	2017 GUIDELINES FOR THE IMPLEMENTATION OF MARPOL ANNEX V Revokes MEPC.219(63)	Garbage and waste
MEPC.294(71)	DESIGNATION OF THE TUBBATAHA REEFS NATURAL PARK AS A PARTICULARLY SENSITIVE SEA AREA	Sensitive area
MEPC.293(71)	2017 GUIDELINES FOR THE DEVELOPMENT AND MANAGEMENT OF THE IMO SHIP FUEL OIL CONSUMPTION DATABASE	GHG
MEPC.292(71)	2017 GUIDELINES FOR ADMINISTRATION VERIFICATION OF SHIP FUEL OIL CONSUMPTION DATA	EEDI

MEPC.291(71)	2017 GUIDELINES ADDRESSING ADDITIONAL ASPECTS OF THE NO _x TECHNICAL CODE 2008 WITH REGARD TO PARTICULAR REQUIREMENTS RELATED TO MARINE DIESEL ENGINES FITTED WITH SELECTIVE CATALYTIC REDUCTION (SCR) SYSTEMS Supersedes MEPC.198(62), as amended by MEPC.260(68)	Nox
MEPC.290(71)	THE EXPERIENCE-BUILDING PHASE ASSOCIATED WITH THE BWM CONVENTION	Ballast water
MEPC.289(71)	2017 GUIDELINES FOR RISK ASSESSMENT UNDER REGULATION A-4 OF THE BWM CONVENTION (G7) Supersedes MEPC.162(56)	Ballast water
MEPC.288(71)	2017 GUIDELINES FOR BALLAST WATER EXCHANGE (G6) Revokes MEPC.124(53)	Ballast water
MEPC.287(71)	IMPLEMENTATION OF THE BWM CONVENTION Supersedes A.1088(28)	Ballast water
MEPC.286(71)	AMENDMENTS TO MARPOL ANNEX VI (DESIGNATION OF THE BALTIC SEA AND THE NORTH SEA EMISSION CONTROL AREAS FOR NO _x TIER III CONTROL AND INFORMATION TO BE INCLUDED IN THE BUNKER DELIVERY NOTE)	Emission control areas

Table A2.4: The resolutions of IMO's Maritime Environmental Protection Committee session 72 (2018)

MEPC.304(72)	INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS	GHG
MEPC.303(72)	AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (BCH CODE)	DG
MEPC.302(72)	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)	DG
MEPC.301(72)	AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1997 TO AMEND THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO	EEDI
MEPC.300(72)	CODE FOR APPROVAL OF BALLAST WATER MANAGEMENT SYSTEMS (BWMS CODE)	Ballast water

MEPC.299(72)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004	Ballast water
MEPC.298(72)	DETERMINATION OF THE SURVEY REFERRED TO IN REGULATION B-3, AS AMENDED, OF THE BWM CONVENTION	Ballast water
MEPC.297(72)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004	Ballast water
MEPC.296(72)	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004	Ballast water

Table A2.5: The resolutions of IMO's Maritime Environmental Protection Committee session 73 (2018)

MEPC.311(73)	2018 GUIDELINES FOR THE APPLICATION OF MARPOL ANNEX I REQUIREMENTS TO FLOATING PRODUCTION, STORAGE AND OFFLOADING FACILITIES (FPSOs) AND FLOATING STORAGE UNITS (FSUs) Revokes MEPC.139(53), as amended by MEPC.142(54)	OFFSHORE
MEPC.310(73)	ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS	Waste
MEPC.309(73)	AMENDMENTS TO THE 2014 GUIDELINES ON SURVEY AND CERTIFICATION OF THE ENERGY EFFICIENCY DESIGN INDEX (EEDI) (RESOLUTION MEPC.254(67), AS AMENDED BY RESOLUTION MEPC.261(68)) Amends MEPC.254(67), as amended by MEPC.261(68)	EEDI
MEPC.308(73)	2018 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS Supersedes MEPC MEPC.245(66), as amended by MEPC.263(66) and MEPC.281(70)	EEDI
MEPC.307(73)	2018 GUIDELINES FOR THE DISCHARGE OF EXHAUST GAS RECIRCULATION (EGR) BLEED-OFF WATER	EGR
MEPC.306(73)	AMENDMENTS TO THE GUIDELINES FOR BALLAST WATER MANAGEMENT AND DEVELOPMENT OF BALLAST WATER MANAGEMENT PLANS (G4) (RESOLUTION MEPC.127(53)) Amends MEPC.127(53)	Ballast water
MEPC.305(73)	AMENDMENTS TO MARPOL ANNEX VI (Prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship) Amends MARPOL Annex VI	Fuel oil

APPENDIX 3

The seaport safety and security related directives and regulations of EU

Table A3.1: Health and Safety directives and regulations of EU

Regulation/ Directive	Comment/Note
Council Directive 89/391/EEC on the introduction of measures to encourage improvements in the safety and health of workers at work	The directive applies to all sectors of public and private activity (industrial, agricultural, commercial, administrative, service, educational, cultural, leisure and others).
Council Directive 89/654/EEC concerning the minimum safety and health requirements for the workplace.	Workplace safety on fixed working sites (excluding means of transport)
Council Directive 92/58/EEC on the minimum requirements for the provision of safety and/or health signs at work	Minimum requirements concerning health and safety signs at work. For example, they relate to the location and identification of containers and pipes, fire-fighting equipment, certain traffic routes, illuminated and acoustic signs, as well as the introduction of appropriate verbal communications and hand signals
Council Directive 90/269/EEC on the minimum health and safety requirements for the manual handling of loads where there is a risk particularly of back injury to workers	Manual handling of loads where there is a risk particularly of back injury to workers.
Directive 2013/54/EU of the European Parliament and of the Council concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006 (Text with EEA relevance)	MLC 2006 sets out minimum global standards to ensure the right of all seafarers to decent living and working conditions, irrespective of their nationality and irrespective of the flag of the ships on which they serve. It also seeks to limit social dumping to secure fair competition for ship owners who respect seafarers' rights
Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities	The purpose of this Directive shall be to establish minimum requirements in relation to the organisation of working time in order to improve the health and safety protection of persons performing mobile road transport activities and to improve road safety and align conditions of competition.

<p>Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of working time of seafarers concluded by the European Community Shipowners' Association (ECSA) and the Federation of Transport Workers' Unions in the European Union (FST) - Annex: European Agreement on the organisation of working time of seafarers</p>	<p>The purpose of this Directive is to put into effect the Agreement on the organisation of working time of seafarers concluded on 30 September 1998 between the organisations representing management and labour in the maritime sector (ECSA and FST) as set out in the Annex hereto</p>
<p>Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time</p>	<p>This Directive lays down minimum safety and health requirements for the organisation of working time.</p>
<p>Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels</p>	<p>Directive is for seagoing fishing vessels</p>
<p>Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC</p>	<p>This Directive implements the Agreement on Maritime Labour Convention, 2006, concluded on 19 May 2008 between the organisations representing management and labour in the maritime transport sector (European Community Shipowners' Associations, ECSA and European Transport Workers' Federation, ETF) as set out in the Annex</p>
<p>Council Directive (EU) 2018/131 of 23 January 2018 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) to amend Directive 2009/13/EC in accordance with the amendments of 2014 to the Maritime Labour Convention, 2006, as approved by the International Labour Conference on 11 June 2014 (Text with EEA relevance.)</p>	<p>This Directive implements the agreement concluded between the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on 5 December 2016 to amend Directive 2009/13/EC in accordance with the 2014 amendments to the MLC. ...It aimed at improving working conditions for seafarers, particularly as regards employment agreements, working hours, repatriation, careers and skill development, accommodation and recreation facilities, food and catering, health and safety protection, medical care and complaint procedures.</p>

Table A3.2: Work equipment directives and regulations of EU

Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC (Text with EEA relevance)	This Regulation applies to all engines falling within the categories set out in Article 4(1) which are installed in or are intended to be installed in non-road mobile machinery and, insofar as the emission limits for gaseous and particulate pollutants from those engines are concerned, to such non-road mobile machinery.
75/324 aerosol dispenser directive shall apply to aerosol dispensers as defined in Article 2, with the exception of those with a maximum capacity of less than 50 ml, and those with a maximum capacity greater than that specified in points 3.1, 4.1.1, 4.2.1, 5.1 and 5.2 respectively of the Annex to this Directive.	For the purpose of this Directive, the term "aerosol dispenser" shall mean any non-reusable container made of metal, glass or plastic and containing a gas compressed, liquefied or dissolved under pressure, with or without a liquid, paste or powder, and fitted with a release device allowing the contents to be ejected as solid or liquid particles in suspension in a gas, as a foam, paste or powder or in a liquid state.
Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC (Text with EEA relevance) transportable pressure equipment	Transportable pressure equipment shall be understood as including gas cartridges (UN No 2037) and excluding aerosols (UN No 1950), open cryogenic receptacles, gas cylinders for breathing apparatus, fire extinguishers (UN No 1044), transportable pressure equipment exempted according to 1.1.3.2 of the Annexes to Directive 2008/68/EC and transportable pressure equipment exempted from the rules for construction and testing of packaging according to special provisions in 3.3 of the Annexes to Directive 2008/68/EC
Regulation (EU) 2016/425 of the European Parliament and of the Council on personal protective equipment and repealing Council Directive 89/686/EEC	Requirements for design and manufacturing of personal protective equipment. Equipment may only be sold or used if complies with the regulations
Council Directive 89/656/EEC of 30 November 1989 on the minimum health and safety requirements for the use by workers of personal protective equipment at the workplace (third individual directive within the meaning of Article 16 (1) of Directive 89/391/EEC)	For the purposes of this Directive, personal protective equipment shall mean all equipment designed to be worn or held by the worker to protect him against one or more hazards likely to endanger his safety and health at work, and any addition or accessory designed to meet this objective.

<p>Directive 2006/42/EC of the European Parliament and of the Council on machinery, and amending Directive 95/16/EC (recast) (Text with EEA relevance)</p>	<p>The directive covers machinery, interchangeable equipment, safety components, lifting accessories, chains, ropes and webbing, removable mechanical transmission devices and partly completed machinery.</p>
<p>Directive 2009/104/EC of the European Parliament and of the Council concerning the minimum safety and health requirements for the use of work equipment by workers at work (Text with EEA relevance)</p>	<p>In selecting the work equipment, employers must pay attention to the specific working conditions which exist at the workplace with a view to the safety and health of workers. Where risks cannot be fully eliminated during the operation of the work equipment, employers must take appropriate measures to minimise them. Where EU legislation governing work equipment exists, employers must ensure that the equipment meets its requirements or the requirements laid down in Annex I of this directive.</p>
<p>Directive 2014/29/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to the making available on the market of simple pressure vessels.</p>	<p>The directive defines the responsibilities of manufacturers, importers and distributors of simple pressure vessels (eg diving cylinders) . Most of the simple pressure vessels within the scope of the directive must bear the CE conformity marking to show that they meet all the essential safety requirements of EU legislation.</p>
<p>Commission Implementing Regulation (EU) 2019/1397 of 6 August 2019 on design, construction and performance requirements and testing standards for marine equipment and repealing Implementing Regulation (EU) 2018/773 (Text with EEA relevance.)</p>	<p>The Commission is empowered to indicate, by means of implementing acts, the design, construction and performance requirements and testing standards in respect of marine equipment falling within the scope of application of Directive 2014/90/EU as well as the dates from which the testing standards are to apply. Those requirements and standards are provided for in the international instruments referred to in Directive 2014/90/EU.</p>
<p>Regulation (EU) 2016/426 of the European Parliament and of the Council of 9 March 2016 on appliances burning gaseous fuels and repealing Directive 2009/142/EC (Text with EEA relevance)</p>	<p>The regulation applies to gas appliances and fittings. Appliances are those burning gaseous fuels used for cooking, heating, hot water production, refrigeration, lighting or washing as well as forced draught burners and heaters to be equipped with such burners. Fittings are safety devices, controlling devices or regulating devices and their parts, designed to be fitted into an appliance burning gaseous fuel or used to build such an appliance.</p>

Directive 2014/68/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to the making available on the market of pressure equipment (recast)	Safety requirements for pressure equipment and assemblies (such as boilers, pressure cookers, fire extinguishers, heat exchangers and steam generators).
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Table A3.3: Safety and security onboard directives and regulations of EU

Commission Regulation (EU) No 801/2010 of 13 September 2010 implementing Article 10(3) of Directive 2009/16/EC of the European Parliament and of the Council as regards the flag State criteria	With a view to establishing flag State performance within the meaning of Directive 2009/16/EC, flag States shall be classified into black, grey or white lists, adopted in accordance with the Paris MoU on the basis of the total inspections and detentions over a three year period. Additionally, flag States listed in the black list shall be divided into very high, high, medium to high or medium risk depending on their detention rate. The classification shall be updated yet.
Commission Regulation (EU) No 802/2010 of 13 September 2010 implementing Article 10(3) and Article 27 of Directive 2009/16/EC of the European Parliament and of the Council as regards company performance	Company performance is one of the generic parameters determining the risk profile of a ship
Directive (EU) 2017/2108 of the European Parliament and of the Council of 15 November 2017 amending Directive 2009/45/EC on safety rules and standards for passenger ships (Text with EEA relevance.)	It aims to introduce uniform safety standards for people's lives and property on passenger ships and high-speed craft, such as hydrofoils, used in domestic voyages in EU waters (i.e. between ports in the same EU country)
Commission Regulation (EU) No 788/2014 of 18 July 2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey	It sets out the criteria for establishing the amount of fines and periodic penalty payments, the decision-making procedure to impose a fine and a periodic penalty payment or to withdraw the recognition of a recognised organisation on the Commission's own initiative or at the request of a Member State
2009/491/EC Commission Decision of 16 June 2009 on criteria to be followed in order to decide when the performance of an organisation acting on behalf of a flag State	a 'recognised organisation-related detention' means that the ship's recognised organisation that carried out the relevant survey or that issued a certificate had a responsibility in relation to the deficiencies which, alone or in combination, led to

can be considered an unacceptable threat to safety and the environment	detention, as defined in the applicable instructions of the relevant port State control scheme;
2015/C 162/06 List of organisations recognised on the basis of Regulation (EC) No 391/2009 of the European Parliament and of the Council on common rules and standards for ship inspection and survey organisations	Ship inspection organizations
Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers	Vessel construction
2009/491/EC: Commission Decision of 16 June 2009 on criteria to be followed in order to decide when the performance of an organisation acting on behalf of a flag State can be considered an unacceptable threat to safety and the environment (notified under document number C(2009) 4398) (Text with EEA relevance)	Where a Member State decides, with respect to ships flying its flag, either to authorise organisations to undertake fully or in part inspections and surveys related to certificates in accordance with the relevant international conventions and, where appropriate, to issue or renew the related certificates, or to rely upon organisations to undertake fully or in part the said inspections and surveys, it shall entrust these duties only to organisations recognised in accordance with Article 4 of Directive 94/57/
Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community	The purpose of this Directive shall be to enhance the safety and possibilities of rescue of passengers and crew on board passenger ships operating to or from ports in Member States of the Community and to ensure that search and rescue and the aftermath of any accident which may occur can be dealt with more effectively
Directive 2002/84/EC of the European Parliament and of the Council amending the Directives on maritime safety and the prevention of pollution from ships (Text with EEA relevance)	The Directive is closely linked to Regulation EC No 2002/2099 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships and amending the Regulations on maritime safety and the prevention of pollution from ships. The aim is to simplify the committee procedures through the replacement of the various committees set up under the EU legislation on maritime safety and the prevention of pollution from ships with a single committee.

(2014/195/EU): Council Decision of 17 February 2014 authorising Member States to sign, ratify or accede to the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 Text with EEA relevance	Member States are hereby authorised to sign, sign and ratify, or accede to, as appropriate, the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.
Council Directive 93/103/EC of 23 November 1993 concerning the minimum safety and health requirements for work on board fishing vessels (thirteenth individual Directive within the meaning of Article 16 (1) of Directive 89/391/EEC)	This Directive, which is the thirteenth individual Directive within the meaning of Article 16 (1) of Directive 89/391/EEC, lays down minimum safety and health requirements applicable to work on board the vessels defined in Article 2.

Table A3.4: Safety and security of port facilities directives and regulations of EU

Regulation (EC) No 725/2004 of the European Parliament and of the Council on enhancing ship and port facility security - (Text with EEA relevance)	Introduces measures to strengthen the security of international and domestic shipping as well as port facilities against intentional unlawful acts. Ensures implementation of SOLAS in EU
Directive 2005/65/EC of the European Parliament and of the Council on enhancing port security (Text with EEA relevance)	The main objective of the directive is to introduce measures to improve security in European Union (EU) ports in the face of threats of security incidents. To achieve this, the directive aims to establish an EU framework to guarantee a high and comparable level of security in all European ports. This framework shall consist of common basic rules on port security measures, an implementation mechanism for these rules, and appropriate compliance monitoring mechanisms.
Commission Regulation (EC) No 324/2008 laying down revised procedures for conducting Commission inspections in the field of maritime security (Text with EEA relevance)	This Regulation lays down procedures for conducting Commission inspections to monitor the application of Regulation (EC) No 725/2004 at the level of each Member State and of individual port facilities.
Regulation (EU) 2017/352 of the European Parliament and of the Council establishing a framework for the provision of port services and common rules on the financial transparency of ports (Text with EEA relevance)	It is the first piece of EU legislation specifically on ports. It sets out rules on financial transparency, provision of port services and infrastructure charges. Port manager may require service providers to meet minimum requirements, such as professional qualifications, suitable equipment and sufficient financial resources;

Commission Directive 96/40/EC establishing a common model for an identity card for inspectors carrying out port State control (Text with EEA relevance)	Requirements for the identity card for port state control inspectors
NEW Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (Text with EEA relevance)	It aims to protect the marine environment from the negative effects of waste from ships using EU ports, by improving port reception facilities for waste from ships
Council Directive 92/57/EEC on the implementation of minimum safety and health requirements at temporary or mobile work sites	The directive applies to temporary or mobile construction sites* in all sectors of activity, whether public and private, including industrial, agricultural, commercial, administrative, service, educational, cultural and leisure sectors.

Table A3.5: Transportation directives directives and regulations of EU

Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers (Text with EEA relevance)	It increases safety procedures for bulk carriers loading and unloading their solid bulk cargo in EU ports. It aims to reduce the risk of damage to ships during loading and unloading. It harmonises standards for ships and for terminals, and for cooperation and communication between them.
Directive 2009/16/EC of the European Parliament and of the Council on port State control (Recast) (Text with EEA relevance)	It aims to reduce substandard shipping in EU waters by ensuring ships respect EU and international maritime safety and environmental rules. establishing common criteria for ship inspections.
Commission Regulation (EU) No 428/2010 implementing Article 14 of Directive 2009/16/EC of the European Parliament and of the Council as regards expanded inspections of ships (Text with EEA relevance)	List of specific items to be verified in an expanded inspection

<p>Directive 2009/21/EC of the European Parliament and of the Council on compliance with flag State requirements (Text with EEA relevance)</p>	<p>Before allowing a ship authorised to fly their flag to operate, Member States shall check that the ship complies with international rules and regulations in this domain. They shall, in particular, check the ship's safety records. If necessary, the previous flag State may be consulted if the ship still has outstanding deficiencies or safety issues. In this case, the Member State concerned should promptly provide the detailed information that has been requested.</p>
<p>Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods.</p>	<p>Rules for the safe and secure transport of dangerous goods within and between EU countries by road, rail or inland waterway. It also covers aspects such as loading and unloading, the transfer to and from another mode of transport, as well as the stops in the course of the transport process. It extends the application of international rules to national transport of dangerous goods.</p>
<p>Council Directive 87/540/EEC on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation</p>	<p>The measures intended to coordinate the conditions for access to the occupation of carrier are directed towards market integration, in the interest of users, carriers and the economy as a whole. This Directive is also likely to encourage the achievement of the free provision of services and the effective exercise of the right of establishment.</p>
<p>Directive 2014/90/EU of the European Parliament and of the Council on marine equipment and repealing Council Directive 96/98/EC Text with EEA relevance</p>	<p>The objective of this Directive is to enhance safety at sea and to prevent marine pollution through the uniform application of the relevant international instruments relating to marine equipment to be placed on board EU ships, and to ensure the free movement of such equipment within the Union.</p>
<p>Regulation (EC) No 789/2004 of the European Parliament and of the Council on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 (Text with EEA relevance)</p>	<p>The purpose of the regulation is to eliminate the technical barriers to the transfer of cargo and passenger ships flying the flag of a European Union (EU) country between the registers of EU countries while ensuring a high level of ship safety and environmental protection, in compliance with international conventions.</p>

Regulation (EC) No 391/2009 of the European Parliament and of the Council on common rules and standards for ship inspection and survey organisations (Recast) (Text with EEA relevance)	It creates a system of licensing (recognition), which is subject to a number of criteria and obligations to ensure that a recognized organisation applies the same rigor to all ships in its register, irrespective of the flag the ships fly.
Directive 2009/15/EC of the European Parliament and of the Council on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	It lays down the rules and conditions under which an EU country, as a flag state, may authorise a recognised organisation to perform statutory inspections and certifications on its behalf.
Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships (Recast) (Text with EEA relevance)	It aims to introduce uniform safety standards for people’s lives and property on passenger ships and high-speed craft, such as hydrofoils, used in domestic voyages in EU waters (i.e. between ports in the same EU country).
Directive (EU) 2017/2110 of the European Parliament and of the Council of 15 November 2017 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC (Text with EEA relevance.) Select: 1	It lays down rules for a system of inspections and safe operation of ro-ro passenger ships and high-speed passenger craft in regular service.
Directive 2003/25/EC of the European Parliament and of the Council on specific stability requirements for ro-ro passenger ships (Text with EEA relevance)	The purpose of this Directive is to lay down a uniform level of specific stability requirements for ro-ro passenger ships, which will improve the survivability of this type of vessel in case of collision damage and provide a high level of safety for the passengers and the crew.
Regulation (EC) No 336/2006 of the European Parliament and of the Council on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 (Text with EEA relevance)	Objective is to ensure that shipping companies comply with the ISM Code by means of establishment, implementation and proper maintenance of safety management systems on ships and on shore and their control by flag state (i.e. the country in which a vessel is registered) and port state (i.e. the country at whose port a vessel calls or anchors) administrations.

<p>Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States</p>	<p>Intermodal or combined transport means the transport of goods between Member States where the vehicle uses the road on the initial or final leg of the journey.</p> <p>On the other leg, rail or inland waterway or maritime services are used in section exceeding 100 km as the crow flies and makes the initial or final road transport leg of the journey.</p>
<p>2012/22/EU: Council Decision of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, with the exception of Articles 10 and 11 thereof</p>	<p>Implementation Athens convention that establishes a regime of liability for damage suffered by passengers carried on a seagoing vessel.</p>
<p>2012/23/EU: Council Decision of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, as regards Articles 10 and 11 thereof</p>	<p>Court state definition relating to Athens convention</p>
<p>Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road uniform procedures for checks on transport of dangerous goods on roads</p>	<p>This Directive shall apply to checks carried out by Member States on the transport of dangerous goods by road in vehicles travelling in their territory or entering it from a third country.</p>
Railway transportation	
<p>Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector Agreement concluded by the European Transport Workers' Federation (ETF) and the Community of European Railways (CER) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services</p>	<p>The purpose of this Directive is to implement the Agreement concluded on 27 January 2004 between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services.</p>

<p>Directive (EU) 2016/798 of the European Parliament and of the Council on railway safety (Text with EEA relevance)</p>	<p>It aims to enhance railway safety across the European Union (EU) by revising the role of national safety authorities (NSAs) and reallocating responsibilities between them and the European Union Agency for Railways (the Agency).</p> <p>The directive is one of 3 legislative acts covering the technical aspects of the fourth railway package, which aims to revitalise the rail sector and deliver a better quality of service and more choice to passengers. It works alongside the regulation on the European Union Agency for Railways and the directive on the interoperability of the rail system.</p>
<p>Directive (EU) 2016/797 of the European Parliament and of the Council on the interoperability of the rail system within the European Union (recast)</p>	<p>The directive sets out conditions related to: the design, construction, placing in service, upgrading, renewal, operation and maintenance of the parts of the system; as well as the professional qualifications and health and safety conditions of the staff who contribute to its operation and maintenance.</p>

Table A3.6: Chemicals and Hazardous substances directives and regulations of EU

<p>Regulation (EC) No 1907/2006 of the European Parliament and of the Council concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH)</p>	<p>The REACH (registration, evaluation, authorisation and restriction of chemicals) regulation provides a comprehensive legislative framework for chemicals manufacture and use in Europe. It shifts from public authorities to the industry the responsibility for ensuring that chemicals produced, imported, sold and used in the EU are safe. It also: promotes alternative methods to animal testing, creates a single market for chemicals, aims to foster innovation and competitiveness in the sector, establishes a European Chemicals Agency (ECHA).</p>
<p>Regulation (EC) No 1272/2008 of the European Parliament and of the Council on classification, labelling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006 (Text with EEA relevance)</p>	<p>It lays down uniform requirements for the classification, labelling and packaging of chemical substances and mixtures according to the United Nations' Globally Harmonised System (GHS). It requires companies to classify, label and package hazardous chemicals appropriately before placing them on the market. The main areas not covered by this regulation are: radioactive substances and mixtures, cosmetics, medicines and certain medical devices, food and the transport of dangerous goods.</p>

<p>Directive 2012/18/EU of the European Parliament and of the Council on the control of major-accident hazards involving dangerous substances, amending and subsequently repealing Council Directive 96/82/EC (Text with EEA relevance)</p>	<p>It aims to control major accident hazards involving dangerous substances, especially chemicals. This Directive, so-called Seveso-III, amended the previous Seveso-II (Directive 96/82/EC), which, in view of the lessons learned from later accidents such as Bhopal, Toulouse or Enschede, had amended the original Seveso-Directive (Directive 82/501/EEC), after the catastrophic accident in the Italian town of Seveso in 1976 prompted the adoption of legislation on the prevention and control of such accidents.</p>
<p>Council Directive 98/24/EC on the protection of the health and safety of workers from the risks related to chemical agents at work</p>	<p>This directive lays down minimum requirements to protect workers from risks to their health and safety from the effects of chemicals they may encounter in the course of their job. It sets out exposure limit values and preventive measures.</p>
<p>Commission Directives 2000/39/EC, 2006/15/EC, 2009/161/EU, (EU) 2017/164 , (EU) 2019/1831 establishing lists of indicative occupational exposure limit values ((EU) 2019/1831 of 24 October 2019 establishing a fifth list _ Commission Directive 2009/161/EU of 17 December 2009 establishing a third list of indicative occupational exposure</p>	<p>Directives of indicative occupational exposure limit values in implementation of Council Directive 98/24/EC on the protection of the health and safety of workers from the risks related to chemical agents at work</p>
<p>Directive 2004/37/EC of the European Parliament and of the Council on the protection of workers from the risks related to exposure to carcinogens or mutagens at work (Text with EEA relevance)</p>	<p>It sets out the minimum requirements for protecting workers against risks to their health and safety arising, or likely to arise, from exposure to carcinogens* and mutagens* at work. To reduce the risks associated with such exposure to workers' health and safety, it lays down preventive and protective measures, as well as exposure limits.</p>
<p>Directive 2000/54/EC of the European Parliament and of the Council on the protection of workers from risks related to exposure to biological agents at work</p>	<p>This directive protects the health and safety of workers exposed to biological agents* (e.g. micro-organisms* or cell cultures*) whilst undertaking their work</p>

<p>Council Directive 2013/59/EURATOM on laying down basic safety standards for protection against the dangers arising from exposure to ionising radiation, and repealing Directives 89/618/Euratom, 90/641/Euratom, 96/29/Euratom, 97/43/Euratom and 2003/122/Euratom</p>	<p>This Directive establishes uniform basic safety standards for the protection of the health of individuals subject to occupational, medical and public exposures against the dangers arising from ionising radiation.</p>
<p>Regulation (EC) No 1013/2006 of the European Parliament and of the Council on shipments of waste</p>	<p>It lays down rules for controlling waste shipments in order to improve environmental protection. It covers almost all types of waste, with the exception of radioactive waste, waste generated on board ships, shipments subject to the approval requirements of the animal by-product regulation, certain shipments of waste from the Antarctic, imports into the EU of certain waste generated by armed forces or relief organisations in situations of crisis, etc.</p>
<p>Directive 2005/35/EC of the European Parliament and of the Council on ship-source pollution and on the introduction of penalties for infringements</p>	<p>It creates rules that are applicable EU-wide on the imposition of penalties in the event of discharges of oil or other polluting substances from ships sailing in its waters.</p>
<p>European Parliament and Council Directive 94/63/EC on the control of volatile organic compound (VOC) emissions resulting from the storage of petrol and its distribution from terminals to service stations.</p>	<p>It aims to reduce emissions from volatile organic compounds due to evaporation of petrol in the fuel storage and distribution chain.</p>
<p>Directive 2004/35/CE of the European Parliament and of the Council on environmental liability with regard to the prevention and remedying of environmental damage</p>	<p>It lays down rules based on the polluter-pays principle. This means that a company causing environmental damage is liable for it and must take the necessary preventive or remedial action and bear all the related costs.</p>
<p>Directive 2013/30/EU of the European Parliament and of the Council on safety of offshore oil and gas operations and amending Directive 2004/35/EC</p>	<p>Offshore oil and gas accidents are a constant possibility. The regulation establishes minimum safety requirements to prevent them and to limit their consequences for the marine environment and coastal economies if they do occur.</p>

<p>Commission Implementing Regulation (EU) 2020/178 of 31 January 2020 on the presentation of information to passengers arriving from third countries and to clients of postal services and of certain professional operators concerning the prohibitions as regards the introduction of plants, plant products and other objects into the Union territory in accordance with Regulation (EU) 2016/2031 of the European Parliament and of the Council</p>	<p>On the presentation of information to passengers arriving from third countries and to clients of postal services and of certain professional operators concerning the prohibitions as regards the introduction of plants, plant products and other objects into the Union territory in accordance with Regulation (EU) 2016/2031 of the European Parliament and of the Council</p>
<p>2002/762/EC: Council Decision of 19 September 2002 authorising the Member States, in the interest of the Community, to sign, ratify or accede to the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (the Bunkers Convention)</p>	<p>Bunker oil convention</p>
<p>Commission Directive 91/322/EEC of 29 May 1991 on establishing indicative limit values by implementing Council Directive 80/1107/EEC on the protection of workers from the risks related to exposure to chemical, physical and biological agents at work</p>	<p>Indicative limit values, of which Member States shall take account, inter alia, when establishing the limit values referred to in Article 4 (4) (b) of Directive 80/1107/EEC are listed in the Annex.</p>
<p>Regulation (EU) No 911/2014 of the European Parliament and of the Council of 23 July 2014 on multiannual funding for the action of the European Maritime Safety Agency in the field of response to marine pollution caused by ships and oil and gas installations</p>	<p>This Regulation lays down the detailed arrangements for the financial contribution of the Union to the budget of the European Maritime Safety Agency ('the Agency') for the implementation of the tasks assigned to it in the field of response to marine pollution caused by ships and oil and gas installations, pursuant to Articles 1 and 2 of Regulation (EC) No 1406/2002.</p>
<p>Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC</p>	<p>his Regulation lays down rules for the accurate monitoring, reporting and verification of carbon dioxide (CO₂) emissions and of other relevant information from ships arriving at, within or departing from ports under the jurisdiction of a Member State, in order to promote the reduction of CO₂ emissions from maritime transport in a cost effective manner.</p>

Regulation (EU) No 1257/2013 of the European Parliament and of the Council of 20 November 2013 on ship recycling and amending Regulation (EC) No 1013/2006 and Directive 2009/16/EC Text with EEA relevance	This Regulation also lays down rules to ensure the proper management of hazardous materials on ships. This Regulation also aims to facilitate the ratification of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 ('the Hong Kong Convention').
Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships	The purpose of this Regulation is to reduce or eliminate adverse effects on the marine environment and human health caused by organotin compounds, which act as active biocides in anti-fouling systems used on ships flying the flag of, or operating under the authority of, a Member State, and on ships, regardless of the flag they fly, sailing to or from ports of the Member States.
Commission Regulation (EC) No 536/2008 of 13 June 2008 giving effect to Article 6(3) and Article 7 of Regulation (EC) No 782/2003 of the European Parliament and of the Council on the prohibition of organotin compounds on ships and amending that Regulation	The purpose of this Regulation is to: establish measures in order to allow ships flying the flag of a third State that enter a port or offshore terminal of a Member State to demonstrate their compliance with Article 5 of Regulation (EC) No 782/2003.

Table A3.7: Exposure to physical agents directives and regulations of EU

Directive 2009/148/EC of the European Parliament and of the Council of 30 November 2009 on the protection of workers from the risks related to exposure to asbestos at work Protection of workers from asbestos	Asbestos is a particularly dangerous agent which may cause serious diseases and which is found in a large number of circumstances at work. Many workers are therefore exposed to a potential health risk. Crocidolite is considered to be a particularly dangerous type of asbestos.
Directive 2003/10/EC of the European Parliament and of the Council on the minimum health and safety requirements regarding the exposure of workers to the risks arising from physical agents (noise)	It lays down minimum requirements for the protection of workers from risks to their health and safety arising from exposure to noise, and in particular the risk to hearing. The exposure action values, the decibel levels at which an employer must take certain actions, are set at a daily or weekly exposure of 80 dB (lower value) and 85 dB (upper value).

<p>Directive 2006/25/EC of the European Parliament and of the Council on the minimum health and safety requirements regarding the exposure of workers to risks arising from physical agents (artificial optical radiation)</p>	<p>The exposure of workers to artificial optical radiation , laser , laser radiation and non-coherent radiation can have chronic adverse effects on the eyes and skin.</p> <p>This Directive reduces the level of exposure to this radiation firstly by the introduction of preventive measures in the design of workstations, in order to reduce the risks at source. It also fixes exposure limit values for workers exposed to non-coherent radiation and laser radiation (Annex 2).</p>
<p>Directive 2002/44/EC of the European Parliament and of the Council on the minimum health and safety requirements regarding the exposure of workers to the risks arising from physical agents (vibration)</p>	<p>It aims to ensure the protection of the safety and health of workers from risks related to mechanical vibration. It sets out mandatory minimum health and safety standards.</p>
<p>Directive 2013/35/EU of the European Parliament and of the Council of 26 June 2013 on the minimum health and safety requirements regarding the exposure of workers to the risks arising from physical agents (electromagnetic fields)</p>	<p>Under the Treaty, the European Parliament and the Council may, by means of directives, adopt minimum requirements for the encouragement of improvements, in particular of the working environment, to guarantee a better level of protection of the health and safety of workers. Such directives are to avoid imposing administrative, financial and legal constraints in a way which would hold back the creation and development of small and medium-sized undertakings.</p>
<p>Council Directive 2009/71/Euratom of 25 June 2009 establishing a Community framework for the nuclear safety of nuclear installations</p>	<p>This Directive shall apply to any civilian nuclear installation operating under a license as defined in Article 3(4) at all stages covered by this license.</p>
<p>Directive 2000/14/EC of the European Parliament and of the Council of 8 May 2000 on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors</p>	<p>The aim of this Directive is to harmonise the laws of the Member States relating to noise emission standards, conformity assessment procedures, marking, technical documentation and collection of data concerning the noise emission in the environment of equipment for use outdoors. It will contribute to the smooth functioning of the internal market, while protecting human health and well-being</p>

Table A3.8: Explosive atmosphere (ATEX) directives and regulations of EU

<p>Directive 2014/34/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to equipment and protective systems intended for use in potentially explosive atmospheres (recast)</p>	<p>The ATEX directive lays down uniform, EU-wide rules on the sale and putting into service of equipment and protective systems intended for use in potentially explosive atmospheres.</p> <p>It seeks to ensure that products fulfil certain requirements to ensure a high level of protection of the health and safety of persons, especially workers, and, where appropriate, the protection of domestic animals and property.</p> <p>It applies to a wide range of products, including equipment used on fixed offshore oil and gas platforms, in petrochemical plants, mines, flour mills (airborne flour particles are highly flammable) and other areas where a potentially explosive atmosphere may be present.</p>
<p>Directive 1999/92/EC of the European Parliament and of the Council on minimum requirements for improving the safety and health protection of workers potentially at risk from explosive atmospheres</p>	<p>It establishes minimum requirements for improving the safety and health protection of workers potentially at risk from explosive atmospheres*.</p>

Table A3.9: Electrical safety

<p>Directive 2014/35/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to the making available on the market of electrical equipment designed for use within certain voltage limits.</p>	<p>The directive creates uniform conditions throughout the EU for the sale of electrical equipment designed for use within certain voltage limits. It applies to electrical equipment designed for use with a voltage rating of between 50 and 1 000 V for alternating current and between 75 and 1 500 V for direct current.</p>
<p>Directive 2014/33/EU of the European Parliament and of the Council on the harmonisation of the laws of the Member States relating to lifts and safety components for lifts</p>	<p>The directive lays down uniform rules on the sale and putting into service of lifts and safety components for lifts. It applies to lifts that permanently serve buildings and constructions and that are intended for the transport of persons and goods. It does not apply to funicular railways, hoists and escalators or walkways.</p>

Table A3.10: Accident investigation and insurance directives and regulations of EU

<p>2004/246/EC: Council Decision of 2 March 2004 authorising the Member States to sign, ratify or accede to, in the interest of the European Community, the Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992, and authorising Austria and Luxembourg, in the interest of the European Community, to accede to the underlying instruments - Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 - Protocol of 1992 to Amend the International Convention on Civil Liability for Oil Pollution Damage 1969 - Protocol of 1992 to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage of 1971.</p>	<p>Compensation of oil pollution damage</p>
<p>2002/971/EC: Council Decision of 18 November 2002 authorising the Member States, in the interest of the Community, to ratify or accede to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (the HNS Convention)</p>	<p>Compensation of HNS pollution damage</p>
<p>Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector - (Text with EEA relevance)</p>	<p>The purpose of this Directive is to improve maritime safety and the prevention of pollution by ships, and so reduce the risk of future marine casualties, by:</p> <ul style="list-style-type: none"> (a) facilitating the expeditious holding of safety investigations and proper analysis of marine casualties and incidents in order to determine their causes; and (b) ensuring the timely and accurate reporting of safety investigations and proposals for remedial action.

<p>Commission Implementing Regulation (EU) No 651/2011 of 5 July 2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council Text with EEA relevance</p>	<p>The objective of the Permanent Cooperation Framework for the Investigation of Accidents in the Maritime Transport Sector, established by the Member States in close cooperation with the Commission, hereinafter referred to as the 'PCF', is to provide an operational platform enabling the Member States' investigative bodies to cooperate as referred to in Article 10 of Directive 2009/18/EC.</p>
<p>Commission Regulation (EU) No 1286/2011 adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC of the European Parliament and of the Council (Text with EEA relevance)</p>	<p>The purpose of safety investigations into marine accidents is to reduce the risk of future casualties and incidents and reduce their serious consequences including loss of life, loss of ships and pollution of the marine environment. The purpose of this document is to provide a common methodology for investigative bodies of the Member States to conduct marine safety investigations in accordance with Directive 2009/18/EC. It is based on the scope and definitions of Directive 2009/18/EC, taking into account the IMO instruments referred to in the Directive.</p>
<p>Directive 2009/20/EC of the European Parliament and of the Council on the insurance of shipowners for maritime claims (Text with EEA relevance)</p>	<p>This Directive establishes a legal framework applicable to the insurance of shipowners for maritime claims in order to make economic operators act more responsibly and to improve the quality of merchant shipping.</p>
<p>Regulation (EC) No 392/2009 of the European Parliament and of the Council on the liability of carriers of passengers by sea in the event of accidents (Text with EEA relevance)</p>	<p>Passengers involved in maritime accidents must have an adequate level of compensation for any loss or damage they suffer. To ensure this, ship owners must have appropriate insurance arrangements in place.</p>

Table A3.11: Safety and security related competence requirement directives and regulations of EU

<p>Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC (Text with EEA relevance)</p>	<p>The directive sets up a harmonized system for recognizing qualifications applying to all deck crewmembers working on European Union inland waterways, allowing these crewmembers to operate throughout the EU.</p>
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<p>Council Directive 96/50/EC on the harmonization of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community</p>	<p>Because of differences in national legislation relating to the conditions for obtaining boatmasters' certificates for inland navigation and the need to make safety requirements in the inland navigation industry gradually stricter, Community rules for the issue of such certificates should be adopted in order to prevent any distortions of competition;</p>
<p>Council Directive 91/672/EEC on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway</p>	<p>To institute the reciprocal recognition of national boatmasters' certificates for inland waterway navigation between the Member States. Classification of the national certificates listed in Annex I into two groups: Group B for Community waterways and Group A for special certificates applicable to Community waterways and to maritime areas.</p> <p>Special scheme for the Rhine. The Rhine boatmaster's licence, conferred in accordance with the Convention of Mannheim, is valid for all waterways of the Member States and is required for the navigation of boats on the Rhine, the Lek and the Waal.</p>
<p>Directive (EU) 2019/1159 of the European Parliament and of the Council of 20 June 2019 amending Directive 2008/106/EC on the minimum level of training of seafarers and repealing Directive 2005/45/EC on the mutual recognition of seafarers' certificates issued by the Member States</p>	<p>In order to maintain, and to aim to improve, the high level of maritime safety and pollution prevention at sea, it is essential to maintain and possibly to improve the level of knowledge and skills of Union seafarers by developing maritime training and certification in line with international rules and technological progress, as well as to take further action to enhance the European maritime skills base</p>
<p>Directive 2008/106/EC of the European Parliament and of the Council on the minimum level of training of seafarers (recast) (Text with EEA relevance). CURRENT CONSOLIDATED VERSION 1/08/2019</p>	<p>The directive sets out the rules on training and the standards of competence to be met by seafarers who are candidates for the issue or revalidation of certificates that allow them to perform the functions for which the relevant certificate of competency or proficiency is issued</p>
<p>DIRECTIVE 2009/100/EC of the European Parliament and of the Council on reciprocal recognition of navigability licenses for inland waterway vessels</p>	<p>on reciprocal recognition of navigability licenses for inland waterway vessels</p>

Directive 2012/35/EU of the European Parliament and of the Council of 21 November 2012 amending Directive 2008/106/EC on the minimum level of training of seafarers Text with EEA relevance	Clarifications of definitions etc.
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Table A3.12: Communications and cybersecurity directives and regulations of EU

Regulation (EU) No 100/2013 of the European Parliament and of the Council of 15 January 2013 amending Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency Text with EEA relevance	This Regulation establishes a European Maritime Safety Agency (“the Agency”) for the purpose of ensuring a high, uniform and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations.
Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the Regulations on maritime safety and the prevention of pollution from ships	The purpose of this Regulation is to improve the implementation of the Community legislation referred to in Article 2(2) on maritime safety, the prevention of pollution from ships and shipboard living and working conditions: (a) by centralising the tasks of the committees set up under Community maritime legislation and replaced by this Regulation by establishing a single Committee on Safe Seas and the Prevention of Pollution from Ships, to be known as COSS;
Directive (EU) 2016/1148 of the European Parliament and of the Council of 6 July 2016 concerning measures for a high common level of security of network and information systems across the Union	It proposes a wide-ranging set of measures to boost the level of security of network and information systems (cybersecurity*) to secure services vital to the EU economy and society. It aims to ensure that EU countries are well-prepared and are ready to handle and respond to cyberattacks through: the designation of competent authorities, the set-up of computer-security incident response teams (CSIRTs), and the adoption of national cybersecurity strategies.

<p>Regulation (EU) 2019/881 of the European Parliament and of the Council of 17 April 2019 on ENISA (the European Union Agency for Cybersecurity) and on information and communications technology cybersecurity certification and repealing Regulation (EU) No 526/2013 (Cybersecurity Act) (Text with EEA relevance)</p>	<p>ENISA shall carry out the tasks assigned to it under this Regulation for the purpose of achieving a high common level of cybersecurity across the Union, including by actively supporting Member States, Union institutions, bodies, offices and agencies in improving cybersecurity. ENISA shall act as a reference point for advice and expertise on cybersecurity for Union institutions, bodies, offices and agencies as well as for other relevant Union stakeholder</p>
<p>NEW Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU</p>	<p>This Regulation establishes a framework for a technologically neutral and interoperable European Maritime Single Window environment ('EMSWe') with harmonised interfaces, in order to facilitate the electronic transmission of information in relation to reporting obligations for ships arriving at, staying in and departing from a Union port</p>
<p>Directive 2010/65/EU of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC (Text with EEA relevance)</p>	<p>This directive applies to the reporting formalities applicable to maritime transport for ships arriving in and ships departing from ports in European Union (EU) countries. Every EU country must ensure that the reporting formalities at their ports are requested in a harmonised and coordinated manner. The master, or any other person duly authorised by the operator of the ship, must provide the competent national authority with notification, prior to arriving in an EU port, of the information required under the reporting formalities.</p>
<p>Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC</p>	<p>This European Union (EU) law sets up a vessel traffic monitoring and information exchange system. This seeks to enhance maritime safety, port and maritime security, environmental protection and pollution preparedness. It also permits the exchange and sharing of additional information facilitating efficient maritime traffic and transport.</p>

The HAZARD project had 15 full Partners and a total budget of 4.3 million euros when it was executed from spring 2016 till spring 2019.

The learning experiences gained in the project are enhanced under **the ResQU2 Project Platform** (October 2018 – March 2020). ResQU2 is an Interreg BSR Flagship Project with a budget of 1 million euros. Both HAZARD and ResQU2 have been co-funded by the EU's Baltic Sea Region Interreg programme.

HAZARD aimed at mitigating the effects of major accidents and emergencies in major multimodal seaports in the Baltic Sea Region, all handling large volumes of cargo and/or passengers.

Port facilities are often located close to residential areas, thus potentially exposing a large number of people to the consequences of accidents. The HAZARD project dealt with these concerns by bringing together Rescue Services, other authorities, logistics operators and established knowledge partners.

HAZARD enabled better preparedness, coordination and communication, more efficient actions to reduce damages and loss of life in emergencies, and handling of post-emergency situations by making a number of improvements.

These include harmonization and implementation of safety and security standards and regulations, communication between key actors, the use of risk analysis methods and adoption of new technologies.

See more at:

<http://blogit.utu.fi/hazard/>

<https://blogit.utu.fi/resqu2/>

