

World Maritime University

The Maritime Commons: Digital Repository of the World Maritime University

World Maritime University Dissertations

Dissertations

1986

Maritime safety administration in Algeria

Azzam Djedidi

World Maritime University

Follow this and additional works at: https://commons.wmu.se/all_dissertations

Recommended Citation

Djedidi, Azzam, "Maritime safety administration in Algeria" (1986). *World Maritime University Dissertations*. 2037.

https://commons.wmu.se/all_dissertations/2037

This Dissertation is brought to you courtesy of Maritime Commons. Open Access items may be downloaded for non-commercial, fair use academic purposes. No items may be hosted on another server or web site without express written permission from the World Maritime University. For more information, please contact library@wmu.se.

WMU LIBRARY

WORLD MARITIME UNIVERSITY

MALMÖ - SWEDEN

MARITIME SAFETY ADMINISTRATION IN ALGERIA

by

DJEDIDI AZZAM

ALGERIA

A Paper submitted to the Faculty of the World Maritime University in partial satisfaction of the requirements for the award of a

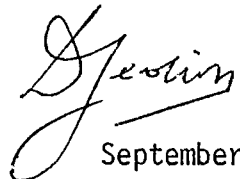
MASTER OF SCIENCE DEGREE

in

MARITIME SAFETY ADMINISTRATION (NAUTICAL).

The contents of this Paper reflect my personal views and are not necessarily endorsed by the UNIVERSITY:

Signature:



Date :

September 1986

Supervised and assessed by:

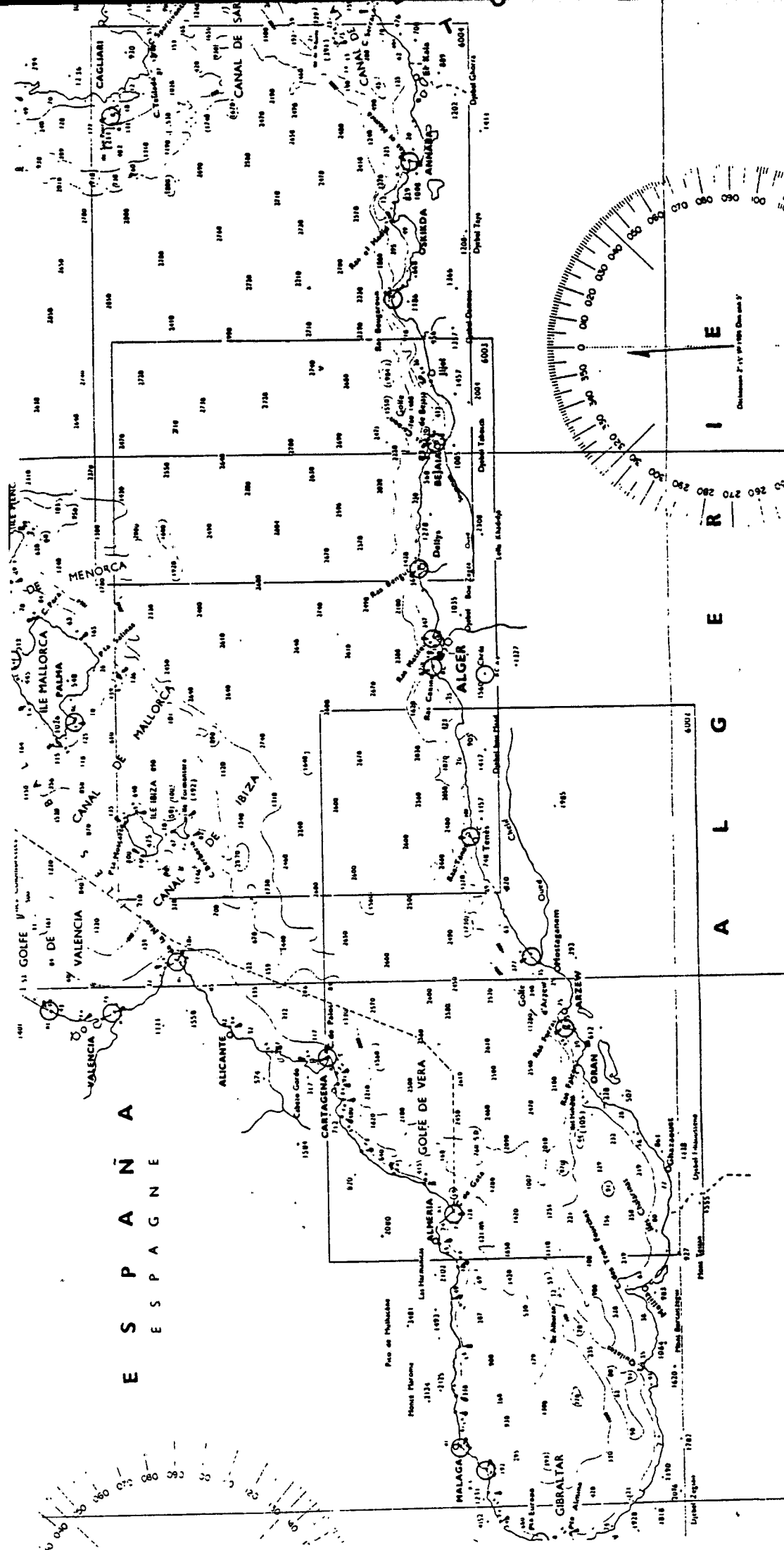
P S Vanchiswar
Professor, WMU



Co-assessed by :

Captain G S Singh
Visiting Professor, WMU &
Maritime Adviser (India)





A C K N O W L E D G E M E N T

Throughout this course I have met with so much kindness and have been given so much help that it is difficult in a short note to express in any sufficient way my deep sense of obligation.

I wish, however, to express my deep thanks to ALGERIA which gave me the opportunity to attend this two-years course in the maritime safety administration.

I am particularly grateful to my professor, Mr. P.S. Vanchiswar, who with his vast knowledge and experience did his best possible in teaching me.

My very deep thanks to Mrs. Irene Sundström who was very kind to me in correcting and typing this thesis.

My warm thanks to all of my colleagues who showed me their sincere friendship during these two years.

I am also indebted to all the members of my family and friends who suffered of my absence during these two years.

A B S T R A C T

The main objective of this study is to review the actual Maritime Safety Administration in Algeria.

This work has been divided into seven chapters dealing with the following items:

- Merchant shipping administration.
- Ships and related matters.
- Inspection, surveys and issue of certificates.
- Seamen: Training and crew matters.
- Marine pollution prevention.
- Search and rescue at sea.
- General conclusion and recommendations.

At the end of each chapter conclusion and recommendations are made related to matters developed in it.

2

P R E F A C E

As it was said the main objective of this paper is to review the Maritime Safety Administration in Algeria.

In conducting this study, I wish to point out that although I am faced with the constraint of having inadequate information in general, all the material in this paper have been presented to the best of my ability.

It is firmly believed that knowing the basic problems and recognizing their existence lead to the appropriate solutions.

I N D E X

	<u>Page No.</u>
Introduction	01
Chapter I: Merchant Shipping Administration	03
- Proposals for ratifications and implementation of IMO conventions.	03
- Constitutional/statutory position as regards responsibility for merchant shipping and ports.	07
- Status of present Maritime Legislation of relevance and proposed changes/amendments.	17
- Present functions and activities of the maritime administration.	22
- Conclusion and suggestions.	
Chapter II: Ships and Related Matters	25
- Number of national ships and their particulars.	25
- Registration of ships - Rules and procedures.	42
- Conclusion and suggestions.	44
Chapter III: Inspection, Surveys and Issues of Certificates	46
- System for surveys and inspection of ships.	46

	<u>Page No.</u>
- System for issues of appropriate surveys and inspections certificates.	47
- Procedure/system for conducting inquiries/ investigations into shipping casualties..	49
- Procedure for detention of unseaworthy ships.	50
- Conclusion and suggestions.	50
Chapter IV: Seamen: Training and Crew Matters	56
- Particulars of present institutions for training seafaring personnel.	56
- Rules/systems for manning national ships.	57
- Number and categories of national seagoing personnel.	59
- Conclusion and suggestions.	60
Chapter V: Marine Pollution Prevention	67
- Present system/arrangement for the prevention/control/combat of marine pollution.	67
- Conclusion and suggestions.	68
Chapter VI: Search and Rescue at Sea	70
- Details of any "air/sea search and rescue system" in existence.	70

Page No.

- Conclusion and suggestions.	73
Chapter VII: Recommendations	75
Bibliography	80

INTRODUCTION

7-68
 44-45
 56-66

Algeria is a part of Arab Maghreb which is located in North Africa. The Arab Maghreb is constituted by Mauritania, Morocco, Algeria, Tunisia, and Lybia. Algeria has borders with Morocco, Mauritania, and the Occidental Sahara in the West, with the Republic of Mali and Niger in the South, with Tunisia and Lybia in the East and with the Mediterranean Sea, for the length of 1200 kilometer, in the North. The main ports are Ghazaouet, Beni-Saf, Oran, Arzew, Mostaganem, Tenes, Algiers, Bejaïa, Skikda, Annaba, and El-Kala. The ports of Arzew and Skikda are used for the exportation of gas and oil.

According to the European and Arab historians, before the French invasion in July 1830, the Algerian fleet was one of the most important ones in the Mediterranean Sea. Since the fifteenth century, the international trade importance, the political crisis, and the military conflicts in the Mediterranean Sea made it necessary to possess an effective fleet. Its tasks were coast defense and control of maritime traffic in the Mediterranean Sea. Some countries like France, Spain, Holland and England became worried about this organized fleet and after the failure of their many individual attempts to destroy it, they finally succeeded to do so with the combination of their fleets. Once the Algerian fleet was destroyed, it was easy for France to come and invade the Sidi Ferruch beach in July 1830. That was the end of Algerian fleet.

During one hundred and thirty two years there was no merchant fleet, except some fishing vessels which were owned by the French colonists, on which some Algerians sailed. In the earlier years after independence, the Algerian government had planned an ambitious project for industrialization

L

which needed a fleet with reasonable tonnage. In 1962 the Ministry of Transport was established but its priorities were not the fleet and its legislation but roads, railways, and airways which were not sufficient for the development of the country.

Between 1962 and 1985 the Algerian government has made a lot of efforts; the first national company was established under this period but 75% of the fleet was purchased in a very short period of five or six years (1973-1978). From the beginning of this period the authorities began to resolve some of the basic problems pertaining to the matter of maritime administration, namely:-

- Outdated national maritime legislation.
- Inadequate infrastructure as regards organization and personnel for ensuring a proper standards and maritime development in general.
- Acute shortage of marine officers with the required qualification and experience.
- Lack of training facilities for maritime officers and seamen.

CHAPTER IMERCHANT SHIPPING ADMINISTRATIONProposals for Ratification and Implementation of IMO Conventions:

Most of the IMO conventions, related to Maritime Safety and Marine Pollution have been approved by Algeria. The instruments of such ratifications have been published in the official newspaper (Journal Officiel) which is disseminated by the presidency.

Concerning the implementation of IMO conventions and the preparation of the national legislation, the administration is still handicapped because of the need for the well-trained and experienced personnel and material to be involved. Nevertheless, many endeavors have been made to give effect to all of these conventions to which Algeria is a party.

The document relating to the implementation of IMO conventions and the national legislation is called Maritime Code. It was promulgated under the ordonnance No. 76-80 of the 23rd October 1976.

IMO Conventions	Entry into Force	Nature of the Juridical Action	National Reference of Application
Safety of life at sea. London - 10.6.1948	20.04.54	Adhesion	Decree No. 63-345 of 11.09.63.
Safety of life at sea London - 17.06.60 Amendments: 66, 67, 68, 69, 71, 73 (gen), 73 (grains)	26.05.65	Adhesion	Decree No. 63-345 of 11.09.63.
Safety of life at sea. London - 1.11.74. ----- Protocol 78 relating to SOLAS 74. London - 17.2.78.	25.05.80 01.05.81	Ratification	Decree No. 83-50 of 27.8.83.
1981 amendments to SOLAS 74, and its protocol 1978. London - 20.11.81	01.09.84		
International convention on Loadlines - 1966. ----- Amendment 1971	21.07.68 01.10.83	Adhesion ----- Approbation	Without decree 04.01.77.
Amendment 1975, 1979, 1983			
International convention on tonnage, measurement of ships 1969. London 20.10.72.	18.07.72	Adhesion	04.01.77
Convention on the internatio- nal regulations for preven- ting collision at sea. London - 20.10.72 COLREG 72 ----- Amendment 1981	18.07.77 01.06.83	Adhesion	Without decree 04.01.77

IMO Conventions	Entry into Force	Nature of the Juridical Action	National Reference of Application
Special trade passenger ships Agreement 71. London 06.10.71	02.01.74		
----- Protocol on space requirements for special trade passenger ships. 1973 London 13.7.73	02.06.77		
IMMARSAT London 03.09.76	16.07.78		
Torremolinos International Convention for the Safety of Fishing Vessels. 77 Torremolinos 02.04.77	in force.		
International Convention on standards of training certification and watchkeeping for seafarers. 78 London 07.07.78	28.04.84		
International Convention for the prevention of pollution of the sea by oil. 1954	26.07.58	Approval	Decree No. 63-344 of 11.09.63.
Amendments 1962. Article XIV Other articles	20.6.67 18.05.67		
Amendment 1969	20.01.78	Approval	
Amendment 71 (Great Barriers) Amendment 71 (Tanks)		Approval Approval	

L

IMO Conventions	Entry into Force	Nature of the Juridical Action	National Reference of Application
International Convention relating to intervention on the high seas in cases of oil pollution casualties, 1969. Intervention protocol 73	06.05.75 30.03.83		
Convention on the prevention of marine pollution by dumping of wastes and other matters, 1972.	30.08.75		
1978 Amendments on the prevention and control of pollution by incineration of wastes and other matters.	11.03.79		
Amendment (Oil and non-toxic substances)	11.3.81		
1973 MARROL.			
MARROL PROTOCOL 78.	02.10.83		
Civil Liability 69.	19.06.75	Adhesion	
Protocol CLC 69	08.04.81		
FUND 71	10.10.78		Ordonnance No. 74453 of 13.05.74.

/

Constitutional/Statutory Position as Regards Responsibility for
Merchant Shipping and Ports:

The Ministry of Transport was established in the first government of the Algerian Republic in 1962. During 132 years of colonization, France had built roads, ports and airports only in places in which it needed them. So, in the most part of the country, there was a tremendous lack of all kinds of transportation facilities which has been vital for the economical development.

The role of the Ministry of Transport in the Algerian policy is essential. This policy is dictated by the care to develop all the regions of the country (2,500,000 Km²) in the same period which is called by the government "the regional equilibrium". In order to meet the requirements of this policy, Algeria needed the means of exchange with the other countries. Of course, this exchange (importation and exportation) can only be done by sea which made it inevitable to establish a Maritime Directorate inside the Ministry of Transport which is composed of the Merchant Fleet Directorate and the Ports Directorate.

1. Merchant Fleet Directorate:

The first directorate is called the Merchant Fleet Directorate. Its role is to elaborate and propose elements to orient the aims of the national policy in matters of transport and maritime navigation, with deep studies and researches. It is also responsible for the safety of the maritime navigation. It has to elaborate and execute plans for the pollution prevention, and fix the minimum standards as regards

the safety of ships, and safety of life at sea according to the national legislation.

The Merchant Fleet Directorate is composed of:

a. Sub-directorate of Maritime Transport

Sub-directorate of Maritime Transport is in charge to:-

- Elaborate and propose elements as regard maritime transport rules and other activities.
- Study and propose modernization plans regarding maintenance, equipment and national fleet development.
- Participate in international activities related to the conventions.

The Maritime Transport Sub-directorate is composed of:

i. Trade and Fleet Service which is in charge to:

- Elaborate elements regarding maritime activities settlement; and specially to find out the conditions of exploitation of the goods and passengers of maritime transport companies.
- Study and make proposals to ensure the maritime transport is in a good condition, regarding cost and quality.
- Study and make proposals with the concerned structures all measures which ensure the optimal utilization of the national maritime transport means.

- Elaborate the elements relating to the systems and plans of ships maintenance and maritime equipments and to ensure the applications on the field.
- Authorize and control the national fleet chartering, cargo and repairing.
- To collect, organize and exploit all the elements relating to the maritime traffic of passengers and goods.

ii. The Economical Analysis Services which is in charge to:

- Study the maritime transport economy and evaluate the national needs in this matter.
- Participate in the elaboration of the economical and financial norms particularly in production and management of means and consider their application.
- Prepare the necessary elements of determination of the scale of prices of the maritime transport and propose the scale according to the legislation which is in force.
- Instruct all economical and financial questions relating to the maritime transport and ensure the application of them.

iii. Development and International Maritime Relations Service which is in charge to:

- Elaborate elements of preparation of development plans and equipment programme of maritime transport sector and attend the execution of them.

- Investigate about the methods and techniques of evolutions of the maritime transport and up-date the national documentation introducing new methods and new techniques.
- Participate, in connection with the concerned structures, in establishment of training programme and improvement of the training of the maritime transport personnel.
- Participate, in connection with the concerned structures, in the establishment of research programmes and take the necessary actions relating to the maritime transport.
- Participate, in connection with the concerned structures, in preparation and negotiation of the conventions and international agreements relating to the maritime transport. Also participate in the maritime transport international activities and in the work of the specialized international organization dealing with maritime transport.

b. Sub-directorate of Maritime Navigation:

Sub-directorate of Maritime Navigation is in charge to:

- Elaborate and prepare elements relating to the legislation, the organization and the control of the use of the sea according to the national legislation which is in force.
- Prepare and propose all kinds of measures relating to the safety of maritime navigation and define the standard of safety of ships. It makes rules for the ship's operation.

- Elaborate, propose and control the execution of the plans and rules relating to marine pollution. It organizes and coordinates the interventions in sea in connection with the concerned structures.
- Define the conditions for accessing to the seafarer profession, study and propose the professional status of seafarers in connection with the concerned structures.

This Sub-directorate is composed of:

- i. Maritime Navigation Service which is in charge to:
 - Prepare and propose elements relating to the rules of ships circulation and control the maritime navigation and quality of navigation.
 - Prepare and propose elements relating to rules of ships status and proceed with the required inspections.
 - Study and propose elements relating to rules concerning maritime sea-board.
 - Study and propose plans and programmes of development of the development of the maritime navigation sector.
 - Participate , in connection with the concerned structures in the preparation and negotiation of conventions and international agreements relating to the maritime navigation.
- ii. Seafarers Service
 - Define the elements relating to the conditions of accessing

to the seafarer profession and the standards for the exercise of the functions on board.

- Prepare and propose professional statute of seafarers and ensure its application with the structures concerned.
- Participate in the elaboration of the training programmes of the maritime navigation personnel in connection with the structures concerned.
- Prepare and propose all kinds of measures for the development of the well-being of the seafarers according to the laws and rules which are in force and ensure their application.

iii. Maritime Safety Service:

It is in charge to:

- Elaborate ships safety standards and the standards of the safety of the maritime labour.
- Prepare, propose and coordinate the working out of all kinds of measures to ensure the safety of the maritime navigation.
- Settle all the elements relating to the plans and rules of the marine pollution prevention and ensure its working-out in connection with the concerned structures.
- Participate, in connection with the concerned structure, in studies relating to the maritime environment.
- Elaborate and prepare elements relating to rules and standards of the safety of life at sea and control their

application.

- Organize and coordinate, in connection with the concerned structures, the Search and Rescue operations.

2. Ports Directorate:

The Ports Directorate has to elaborate and propose elements of orientation and fixation of objectives of the national policy in matters of harbours activities by studies and researches.

This Directorate is composed of:

a. Port Exploitation Sub-directorate

Port Exploitation Sub-directorate is in charge to:

- Elaborate elements relating to harbour activities rules and police and safety rules inside ports.
- Study and prepare rules relating to exploitation and management rules for ports and study and fix the norms adequate in this matter.
- Prepare elements of scale of prices of port allowances and transit of goods.
- Ensure the coordination of harbour activities in connection with the national plan of development and propose all measures for working out of the above mentioned coordination.

The Port Exploitation Sub-directorate is composed of:

- i. Traffic Coordination Services which is in charge to:
- Collect, organize and exploit all the elements relating to the harbour traffic.
 - Initiate and organize studies and works relating to the evaluation of the estimated harbours traffic in connection with the concerned structures.
 - Control the coordination of harbour activities in the whole country, study and propose the appropriate measures for working up the above mentioned coordination.
 - Elaborate and propose the scale of prices relating to the harbour activities and transit of goods in ports.
 - Study and propose all the measures which can increase the efficiency of work and harbour activities specially in the matter of traffic organization and programming.
- ii. Technical Regulation Services which is in charge to:
- Make regulations relating to all the harbours activities.
 - Make regulations relating to police and safety inside ports.
 - Establish rules relating to management conditions and exploitations of ports.
 - Participate in the preparation and negotiation of conventions and international agreements relating to the ports sector in connection with the concerned structures.

b. Ports Equipment Sub-directorate which is in charge to:

- Elaborate and propose the headlines of development of the national ports system in connection with the concerned structures and elaborate the instructive diagrams of ports arrangements.
- Participate in the elaboration for general conception studies of construction projects of ports with the concerned structures.
- Elaborate the elements of preparation of development plans and equipment programmes of superstructures and installation of ports in connection with the superstructures concerned.
- Define the conditions and modalities of establishment, exploitation, and maintenance of ports superstructures and equipments.
- Fix the conditions of establishment, exploitation and maintenance of ports infrastructures in connection with the concerned structures.

This sub-directorate is composed of:

i. Ports Equipment Services which is in charge to:

- Participate in the elaboration of general conception studies of construction projects of ports in connection with the concerned structures.
- Participate in the studies of the realization of ports

works and control the construction and arrangements of the ports in connection with the concerned structures.

- Define the conditions, norms and modalities of establishment, exploitation, and maintenance of the ports super-structures and provisions of tools and control their function.
- Determine the conditions, norms and modalities of the port infrastructures maintenance, including the dry docks and control its working out.

ii. Ports Development Services which is in charge to:

- Elaborate and propose the directive diagram of the development of the port national system in connection with the concerned structures.
- Elaborate the directive diagram of arrangement of ports and control its working out.
- Elaborate the elements of preparation of development plans and port sector equipment and ensure the execution of them.
- Participate in the elaboration of training and improvement programmes and actions of port sector personnel and control their execution in connection with the concerned structures.
- Participate in the elaboration of research programmes of the port sector and control their execution in connection with the concerned structures.

Status of Present Maritime Legislation:

The Algerian Maritime Code came into force, under the Ordonance No. 76-80, on 23rd October 1976, fourteen years after the independence. However, it was promulgated at the right time because as it was earlier mentioned in the "Introduction", 75% of the national fleet was achieved during the period between 1973 and 1978.

Algerian Maritime Code's Composition:

Book I: Maritime Navigation and Seafarers.

Part I: Maritime navigation.

Chapter I: Administrative and Territorial Organizations.

Section 1: Maritime Administration

Section 2: Territorial Organization

Section 3: Maritime Public Estate

Chapter II: The Ship.

Section 1: Nationality of the Ship

Section 2: The Register Book

Section 3: Rights on Ships

Paragraph 1: Property of
Ships

Paragraph 2: Mortgages

Paragraph 3: Ships Liens

Section 4: Ship-owners Liability

Section 5: Shipowners Liability for Oil
Pollution Damages.

Paragraph 1: Liabilities of
Ship-owners

Paragraph 2: Issue of Certificate of Warrantee

Paragraph 3: Actions of Reparation of Damages

Paragraph 4: Definitions

Section 6: Seizure of Ships

Chapter III: Police and Safety of Maritime Navigation

Section 1: Maritime Navigation Police

Paragraph 1: Definition and Administrative Classification

Paragraph 2: Maritime Navigation Zones

Paragraph 3: Piloting

Paragraph 4: Certificates of Navigation and Board Documents

Paragraph 5: Police of Pollution

Section 2: Safety of Maritime Navigation

Paragraph 1: Safety Conditions

Paragraph 2: Safety Inspection

Paragraph 3: Safety Commission

Section 3: Safety Rules

Paragraph 1: Safety Certificates

Paragraph 2: Safety Police

Chapter IV: Casualties.

Section 1: Collisions

Paragraph 1: Definition and
General Rules

Paragraph 2: Damage Liability

Paragraph 3: Law Suit and Civil
Competency

Paragraph 4: Penal Competency

Section 2: Averages

Paragraph 1: Definition and
Classification of
Averages

Paragraph 2: Contribution to
General Averages

Paragraph 3: Settlement of
General Average

Section 3: Assistance

Paragraph 1: Definition and
General Rules

Paragraph 2: Remuneration
of Assistance

Paragraph 3: Law Suit of the
Payment of the
Remunerations.

Section 4: Salvage of Wrecks

Part II: Seafarers

Chapter I: Administration of Seafarers

Section 1: Definition and Particular
Dispositions

Section 2: Exercise of the Profession

Section 3: Seafarer's Book

Section 4: Registration of seafarers

Chapter II: Duties of Ship-owners and Seafarers

Section 1: Duties of Seafarers

Section 2: Duties of Ship-owners

Section 3: Victualling of seafarers on
Board Ships

Section 4: Crew Accommodation

Section 5: Clothing of Seafarers

Section 6: Repatriement of Seafarers

Chapter III: Discipline of Seafarers

Section 1: Discipline on Board

Paragraph 1: Authority on
Board

Paragraph 2: Relations on
Board

Section 2: Offenses Against Discipline

Section 3: Maritime Deletes and Crimes

Paragraph 1: Offenses Against
Safety of the
Maritime Navigation.

Paragraph 2: Offenses Against
Order and Discipline
on Board Ship

Paragraph 3: Offenses Against the
Algerian Maritime
Navigation Order

Paragraph 4: Particular Dispositions

Section 4: Competency and Procedure

Paragraph 1: Disciplinary and Penal Powers

Paragraph 2: Procedure

Book II: Commercial and Exploitation of the Ship - Preliminary Dispositions.

Part I: Equipment

Chapter I: Ship-owner

Chapter II: Shipmaster

Chapter III: Auxiliaries of Equipment

Section 1: Depository of the Ship

Section 2: Depository of the Cargo

Section 3: Ship Broker

Part II: Chartering

Chapter I: General Rules

Chapter II: Voyage Charter

Chapter III: Time Charter

Chapter IV: Demise Charter

Part III: Transport of Cargo

Chapter I: General Rules

Chapter II: Bill of lading

Chapter III: Accomplishment of the Contract

Chapter IV: The Carrier Liability

Part IV: Cargo Lien

Part V: Transport of Passengers and Their Luggage

Chapter I: General Rules

Chapter II: Accomplishment of the Contract

Chapter III: Carrier Liability

Chapter IV: Actions of Reparation

Chapter V: Clandestine Passengers

Part VI: Towage

Part VII: Handling in Port

Present Functions and Activities of the Maritime Administration and
Maritime Safety Administration:

The Maritime Administration is under the authority of the ministry in charge of the merchant fleet. Over the national coast, the Maritime Administrative functions are carried out by the local maritime administrations. The organization and the roles of the local maritime administrations are fixed by the order of the council responsible for the merchant fleet.

Abroad, the Maritime Administration functions depend on the competency of the Algerian Consular authority. Briefly, the objective of the Algerian Maritime Administration is to give the government a system which is able to make efficient functions which are embodied within the maritime code and the implementation of the requirements of International Maritime Safety Convention to which Algeria is party. Such administration is also

responsible for the different surveys and certification of ships training, examination and certification of masters and officers, crew matters and registration of ships, etc.

Conclusion and Suggestions:

In conclusion, I can say that a lot of efforts have been done during the last ten years in the line of shipping, particularly since 1976. In the matter of international activities a large part of IMO Conventions have been ratified or accepted and most of the international meetings have been represented by Algeria.

Regarding the Maritime Administration, it is obvious that a reliable legislation exists. This legislation has been published according to the national policy and needs and its functions are supposed to ensure the context of the development and economy in the following way:-

1. Projection and protection of the country's image in every favourable light in the maritime world.
2. Maximum efficiency in the operation of the ships, with consequential economic advantage.
3. Creation, development, protection and preservation of the national maritime skills.
4. Conservation of the national properties.
5. Reduction in the maintenance costs of ships.
6. Conservation of foreign exchange.
7. Avoidance of disasters and consequential loss or damage to lives,

properties, marine resources, and heavy expenditure.

8. Maintenance of marine insurance premia at an advantageous level.
9. Provision of overall impetus to maritime development.

In these particular fields of administration, legislation, and implementation of international conventions, I can suggest the following:-

1. Establishment of the Ministry/State Secretary of the Sea, because in Algeria a very high percentage of the exchange is done by sea. Even if in the near future the exchange with our neighbours will be increased, it will be done by sea because it is economically difficult to develop the land traffic rapidly.
2. Revision of some parts of the Maritime Code.
3. Redefinition of the statutory duties of each part of the Directorate according to the new needs of the country consequent to the evolution of the government policy dictated by the world economical crisis.
4. Proceeding with the application of "the right man in the right place" policy.
5. More effectiveness in the application of the existing legislation, rules, etc.
6. Demanding permanent, effective representation in IMO which can avoid the symbolical presence.
7. Fulfillment of all the conventions to which Algeria is party.

CHAPTER IISHIPS AND RELATED MATTERSNumber of National Ships and Their Particulars - National Companies -
Most Important Ports and Their Particularsa. Number of National Ships and Their Particulars:

The national fleet is constituted by all the ships flying the Algerian flag and registered in Algeria. The concept of the national fleet does not necessarily mean that ships be used only in traffic in which Algeria should be a point of departure or destination. An Algerian ship could be chartered to a shipowner, loader, or carrier who could use her more or less freely, according to the conditions of the agreement.

The merchant fleet is composed of 74 ships of 1,328,962 GRT on 1.1.85. In functions of the different types of ships the national merchant fleet is composed of:

- Car-ferries, which are specially employed for carrying passengers and vehicles, but can also be used for carrying goods. Particularly Porries.
- Conventional cargo ships which are used to carry various goods conditioned in different forms and containers.
- Ro/Ro for carrying lorries but also able to carry containers and packed goods.

- Bulk carriers for carrying dry goods and particularly grain.
- Tankers for carrying liquid alimental products.

The average age of the national fleet is 8.6 years which is distinctly below the average of both world and the developing countries fleet which is close to fourteen years.

The technical condition of the national fleet is consistent according to the national and international rules in matter of safety of navigation.

FLEET TYPE ANALYSIS AT 1.1.1985

Cargo Capacity Meter³

Type	No.	Grt	Dwt	Dry	Liquid	Total	TEU	Pass-enger	Crew	Ave. Age (years)	% Share grt
<u>Deepsea:</u>											
Crude Carrier	6	490 024	957 394	587	1 146 770	1 147 357	0	0	279	9.4	36.87
Gas Tanker	7	428 413	400 233	0	683 510	683 510	0	0	286	7.0	32.24
General Cargo	10	98 133	144 764	292 917	0	202 917	0	0	341	7.8	7.38
Products Tanker	5	88 085	149 178	587	192 995	193 582	0	0	162	9.8	6.63
GC/Container	12	64 595	96 834	142 916	0	142 916	3 091	0	360	9.6	4.86
Bulk Carrier	4	57 494	93 500	122 006	0	122 006	0	0	138	7.0	4.33
Ro/ro	1	3 628	3 300	14 409	0	14 409	0	0	40	8.0	0.27
Sub total	45	1,230 372	1 845 203	483 422	2 023 275	2 506 697	3 091	0	1 606	8.3	92.58
<u>Shortsea:</u>											
Ferry	5	42 195	11 487	0	0	0	0	5 090	371	14.0	3.17
Ro/ro	12	32 146	36 620	148 423	0	148 423	199	26	414	8.1	2.42
Tanker	4	8 127	13 979	0	14 356	14 356	0	0	97	11.4	0.61
Bunker Tanker	5	6 602	11 241	0	12 773	12 773	0	0	50	9.6	0.50
Gas Tanker	1	5 137	5 290	0	6 311	6 311	0	0	25	18.0	0.39
General Cargo	2	4 383	7 480	10 344	0	10 344	34	0	40	13.8	0.33
Sub total	29	98 590	86 097	158 767	33 440	192 207	233	5 116	997	11.8	7.42
TOTAL	74	1 328 962	1 931 300	642 189 (23.8%)	2 056 715 (76.2%)	2 698 904 (100.00%)	3 324	5 116	2 603	8.6	100.00

F L E E T L I S T

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
ARZEW SNTM-Hyproc Crude Carrier - deepsea	7TOJ	1971 Yougoslavia Brod Split (231) LR	15 483 22 610 8 528	587 0 30 172	30 0 0	186.19 23.47 9.72	1 Diesel Uljanik - B&W 11 500	17
AURES SNTM-CNAN GC/container - deepsea	7TEO	1973 W Germany Schlichting (1363) GL	4 813 7 385 3 302	10 659 0 0	30 0 226	116.69 17.25 7.52	1 Diesel Mak 4 000	15
BABOR SNTM-CNAN General Cargo - deepsea	7TGQ	1976 Canada Marine Ind (422) LR	11 665 16 727 7 184	24 570 0 0	35 0 0	159.09 22.89 10.03	1 Diesel MAN 14000	17
BACHIR CHIHANI SNTM-Hyproc LNG carrier - deepsea	7TJA	1979 France CNIM (1415) BV	80 328 63 610 46 239	0 0 129 767	43 0 0	281.69 41.61 10.85	2 Turbine CNIM-GEC 36 000	19
BANTA SNTM-CNAN Bulk carrier - deepsea	7THP	1978 Japan Kanasashi (1255) BV	12 838 20 586 8 050	27 478 0 0	33 0 0	156.11 22.79 9.91	1 Diesel Mitsui-B & W 7 050	15
BECHAR SNTM-CNAN General cargo - deepsea	7THX	1978 Japan Kanasashi (1280) LR	8 384 11 940 5 096	16 163 0 0	30 0 0	134.93 21.65 8.36	1 Diesel Misui-B & W 7 050	15
BEJAIA SNTM-Hyproc Prod tanker - deepsea	7TGS	1977 Sweden Oskarshamns (411) NV	18 914 31 191 11 688	0 0 39 564	30 0 0	170.72 25.94 11.09	1 Diesel Cegieslski-Sulzer 12000	15

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
BEL ABBES SNTM-CNAN General Cargo-deepsea	7TIA	1979 Japan Kanasashi (1283) LR	8 384 11 940 5 096	16 163 0 0	32 0 0	134.93 21.65 8.36	1 Diesel Mitsui-B&W 7 050	15
BENGHAZI Caltram LPG carrier - deepsea	7TIC	1978 W Germany Jos L. Meyer (586) BV	4 612 6 071 2 822	0 0 5 661	30 0 0	108.22 15.39 7.48	1 Diesel KHD 5 400	15
BENI SAF SNTM-CNAN Ro/ro - shortsea		1971 (73) Spain Ast Const (111) BV	1 066 1 700 468	5 418 0 0	20 0 0	76.31 13.95 4.81	1 Diesel Naval-S Werkspoor 3 150	15
BERGA SNTM-Hyproc LPG carrier - shortsea	7TCI	1967 (70) France La Ciotat (239) BV	5 137 5 290 2 529	0 0 6 311	25 0 0	116.89 16.54 6.49	1 Diesel CCM-Sulzer 5 000	14
BETHIOUA SNTM-Hyproc Prod. tanker-deepsea	7TOM	1976 Sweden Oskarshamns (410) NV	18 014 31 191 11 688	0 0 39 565	30 0 0	170.72 25.94 11.09	1 Diesel Cegielski-Sulzer 12 000	15
BIBAN SNTM-CNAN General cargo-deepsea	7TGR	1977 Canada Marine Ind (423) LR	11 665 16 727 7 184	24 457 0 0	35 0 0	159.01 22.86 10.04	1 Diesel MAN 14 000	17
BISKRA SNTM-CNAN General cargo-deepsea	7THZ	1979 Japan Kanasashi (1282) LR	8 384 11 940 5 096	16 163 0 0	32 0 0	134.93 21.65 8.36	1 Diesel Mitsui-B&W 7 050	15

F L E E T L I S T

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
BLIDA SNTM-CNAN Bulk carrier - deepsea	7THO	1978 Japan Kanasashi (1250) BV	12 838 20 586 8 050	27 478 0 0	33 0 0	156.11 22.79 9.91	1 Diesel Mitsui-B&W 11 200	18
BOUIRA SNTM-CNAN General cargo-deepsea	7THY	1978 Japan Kanasashi (1281) LR	8 384 11 940 5 096	16 163 0 0	32 0 0	134.93 21.65 8.36	1 Diesel Mitsui-B & W 7 050	15
CHELIA SNTM-CNAN General cargo - deepsea	7TFL	1975(75) Denmark Frederikshavn (357) NV	1 600 3 000 998	3 803 0 0	18 0 34	78.52 13.09 5.73	1 Diesel Alpha-Diesel 2 160	13
DAHRA SNTM-CNAN Tanker- shortsea	7THV	1978 W Germany Schlichting (272) GL	1 600 3 605 1 432	0 0 3 760	24 0 0	90.21 13.76 5.72	1 Diesel Mak 3 200	13
DELLYS SNTM-CNAN Ro/ro - shortsea	7TAK	1974 Spain Ast Const (231) BV	1 598 2 300 863	12 239 0 0	32 0 0	107.39 17.51 4.87	2 Diesel Barreras-Deutz 7 700	18
DJORF SNTM-CNAN GC/container - deepsea	7THH	1977 W Germany Schlichting (1389) GL	5 331 8 100 3 812	12 290 0 0	30 0 254	126.45 17.31 7.35	1 Diesel Mak 5 000	15
DJURDJURA SNTM-CNAN GC/container - deepsea	7TGW	1977 W Germany Schlichting (1388) GL	5 329 8 100 3 812	12 290 0 0	30 0 254	126.45 17.29 7.35	1 Diesel Mak 5 000	15

F L E E T L I S T

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
EDOUGH SNTM-CNAN GC/container - deepsea	7THI	1977 W Germany Schlichting (1390) GL	5 331 8 100 3 812	12 290 0 0	30 0 254	126.45 17.31 7.35	1 Diesel Mak 5 000	15
EL DJAZAIR SNTM-CNAN Ferry - shortsea	7TBR	1971(72) Japan Kanasashi (965) LR	12 124 2 880 6 859	0 0 0	70 800 0	130.38 22.36 5.62	2 Diesel Kawasaki-MAN 15 200	19
EL KENNAR Sonatrach Bunker tanker-shortsea	7TGJ	1977 Netherlands De Biesbosch (677) BV	1 334 2 039 735	0 0 2 283	10 0 0	86.72 11.35 4.98	2 Diesel KHD 448	10
EL KOUACHI Sonatrach Bunker tanker-shortsea	7TGK	1977 Netherlands De Biesbosch (678) BV	1 334 2 039 735	0 0 0	10 0 0	86.72 11.35 4.96	2 Diesel KHD 448	10
EL OUELDJA Sonatrach Bunker tanker-shortsea	7TGL	1977 Netherlands De Biesbosch (679) BV	1 334 2 039 735	0 0 2 283	10 0 0	86.71 11.84 4.96	2 Diesel KHD 448	10
GARA DJEBILET SNTM-CNAN Ro/ro - shortsea	7TGD	1976 France La Rochelle (1221) BV	2 502 3 960 1 120	9 286 0 0	20 14 0	98.01 17.99 6.38	1 Diesel Stork-Werkspoor 4 250	14
GHADAMES Caltram GC/container - deepsea	7THN	1977 Japan Fukouka Zosen (1060) GL	8 577 11 109 5 148	15 907 0 0	30 0 437	136.68 20.54 8.32	1 Diesel Hatsudoki- Mitsubishi 8 000	16

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
HAOUD EL HAMRA SNTM-Hyproc Prod tanker - deepsea	7TGY	1976(76) Sweden Eriksbergs (701) LR	18 385 32 093 11 593	0 0 42 101	36 0 0	170.77 26.12 11.33	1 Diesel Eriksbergs-B&W 14 600	16
HASSI R'MEL SNTM-Hyproc LNG carrier - deepsea	7TCL	1971 France Eriksbergs (701) BV	31 420 21 945 15 075	0 0 40 109	48 0 0	200.01 29.32 8.51	2 Turbine B & Voss-Stal- Laval 16 250	16
HODNA SNTM-CNAN General cargo-shortsea	7TER	1969(73) W Germany M. Jansen (92) GL	2 783 4 480 1 947	6 541 0 0	22 0 0	99.04 14.05 6.28	1 Diesel M.Mannheim 3 600	14
HOGGAR SNTM-CNAN Ferry - shortsea	7TFN	1971(75) Japan Mitsubishi (1022) BV	5 954 1 981 3 172	0 0 0	78 1 145 0	118.01 20.48 5.72	2 Diesel N. Kokan - Pielstick 11 160	19
IBN BADIS SNTM-CNAN GC/container - deepsea	7TAM	1972 W Germany Orenstein K (691) GL	4 806 7 435 3 302	10 675 0 0	30 0 226	116.69 17.25 7.52	1 Diesel Mak 4 000	15
IBN BATOUTA SNTM-CNAN GC/container-deepsea	7TAN	1973 W Germany Orenstein K (692) GL	4 806 7 435 3 302	10 675 0 0	30 0 226	116.69 17.25 7.52	1 Diesel Mak 4 000	15

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
IBN KHALDOUN II SNTM-CNAN GC/Container - deepsea	7THL	1977 W Germany Schlichting (1400) GL	5 331 8 100 3 815	12 290 0 0	30 0 254	126.47 17.29 7.37	1 Diesel Mak 5 000	15
IBN ROCHO SNTM-CNAN GC/Container - deepsea	7TAO	1973 W Germany Schlichting (1377) GL	4 806 7 435 3 302	10 630 0 0	30 0 226	116.69 17.25 7.52	1 Diesel Mak 4 000	15
IBN SINA II SNTM-CNAN GC/Container - deepsea	7TCH	1978 W Germany Schlichting (1406) GL	5 331 8 100 3 871	12 290 0 0	30 0 254	126.47 17.29 7.37	1 Diesel Mak 5 000	15
IBN SIRADJ SNTM-CNAN GC/Container - deepsea	7TAP	1973 W Germany Schlichting (1378) GL	4 806 7 435 3 308	10 630 0 0	30 0 226	116.69 17.25 7.52	1 Diesel Mak 4 000	15
IN AMENAS SNTM-Hyproc Crude carrier - deepsea	7TFO	1975 (75) Sweden Gotaverken (878) LR	74 228 140 905 56 898	0 0 168 196	53 0 0	270.02 43.36 17.07	1 Diesel Gotaverken-B&W 27 300	16
IN NAHALA SNTM-Hyproc Crude carrier - deepsea	7TGC	1975(76) Japan Nippon Kokan (915) NV	71 882 137 273 52 027	0 0 171 889	53 0 0	266.01 43.54 16.99	1 Diesel Sumitomo-Sulzer 23 200	15
IN SAFRA SNTM-Hyproc Crude carrier - deepsea	7TGT	1975(76) Sweden Gotaverken (879) LR	74 263 140 905 55 966	0 0 168 196	53 0 0	270.02 43.36 17.07	1 Diesel Gotaverken - B&W 27 300	15

F L E E T L I S T

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
IN SALAH SNTM-Hyproc Crude carrier - deepsea	7TFP	1975 (76) Japan Nippon Kokan (922) LR	64 738 123 246 45 161	0 0 144 013	45 0 0	264.02 38.05 17.39	1 Diesel Sumitomo-Sulzer 23 200	15
ISMARA SNTM-Hyproc Tanker - shortsea	7THU	1978 W Germany Schlichting (271) GL	1 963 3 605 1 432	0 0 3 760	24 0 0	90.21 13.76 5.72	1 Diesel Mak 3 200	13
KSAR CHELLALA SNTM-CNAN General cargo - deepsea	7THO	1977 Japan Kanasashi (210) BV	12 799 19 650 8 351	27 476 0 0	41 0 0	156.14 22.86 9.91	1 Diesel Hitachi-B & W 11 200	16
KSAREL BOUKHARI SNTM-CNAN General cargo - deepsea	7THC	1977 Japan Kanasashi (1205) BV	12 799 19 650 8 351	27 476 0 0	41 0 0	156.14 22.86 9.91	1 Diesel Hitachi-B&W 11 200	16
KSARETTIR SNTM-CNAN General cargo - deepsea	7THB	1977 Japan Kanasashi (1200) BV	12 799 19 650 8 351	27 476 0 0	41 0 0	156.14 22.86 9.91	1 Diesel Hitachi-B&W 11 200	16
LARBI BEN M'HIDI SNTM-Hyproc LNG carrier - deepsea	7THK	1977 France CNIM (1414) BV	80 328 67 817 46 239	0 0 129 767	43 0 0	281.71 41.61 10.85	2 Turbine CNIM-GEC 36 000	19
MAAMORA Sonatrach Bunker tanker - shortsea	7TGF	1973(84) Belgium St. Barbara BV	1 300 2 162 956	0 0 2 952	10 0 0	110.01 11.26 3.75	2 Diesel Mak 900	10

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
MEDEA SNTM-Hyproc Tanker - shortsea	7THJ	1976 (77) W Germany Adler Werft (17) BV	2 238 3 164 1 191	0 0 3 076	25 0 0	90.41 13.24 6.02	1 Diesel Borsig 1 975	13
MOSTEFA BEN BOULAI SNTM-Hyproc LNG carrier - deepsea	7TGE	1976 France La Ciotat (320) BV	82 243 74 750 47 683	0 0 125 260	36 0 0	278.82 41.01 12.19	1 Turbine Allantique-S- Laval 32 400	18
MOURAD DIDOUCHE SNTM-Hyproc LNG carrier - deepsea	7TJC	1980 France L'Atlantique (G26) BV	74 741 83 020 49 554	0 0 126 473	43 0 0	274.43 42.04 13.29	2 Turbine Atlantique-S- Laval 34 000	20
NEDROMA SNTM-CNAN Bulk carrier - deepsea	7THS	1978 Japan Hitachi Zosen (4586) BV	15 909 26 164 10 904	33 525 0 0	36 0 0	172.28 23.14 10.25	1 Diesel Hitachi-B&W 10 700	16
NEMEMCHA SNTM-CNAN Bulk carrier - deepsea	7THT	1978 Japan Hitachi Zoxen (4587) BV	15 909 26 164 10 904	33 525 0 0	36 0 0	172.88 23.14 10.25	1 Diesel Hitachi-B&W 10 700	16
NEZLA SNTM-Hyproc Prod tanker - deepsea	7TGX	1976(76) Sweden Eriksbergs (700) LR	18 955 32 093 11 769	0 0 42 101	36 0 0	170.77 26.12 11.33	1 Diesel Eriksbergs-B&W 14 600	16

F L E E T L I S T

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
OUARSENIS SNTM-CNAN GC/container - deepsea	7TGI	1976 W Germany Schlichting (1387) GL	5 328 8 100 3 811	12 290 0 0	30 0 254	126.46 17.31 7.33	1 Diesel Mak 5 000	15
RAMDANE ABANE SNTM-Hyproc LNG carrier - deepsea	7THG	1981 France L'Atlantique (L26) BV	74 741 83 020 49 554	0 0 126 473	43 0 0	274.43 42.04 13.29	2 Turbine Atlantique-S- Laval 34 000	20
RAS BOUIRA Sonatrach Bunker tanker - shortsea	7TGG	1973(76) Belgium St Barbara (759) BV	1 300 2 962 956	0 0 2 962	10 0 0	110.01 11.26 3.75	2 Diesel Mak 900	10
SKIKDA SNTM-Hyproc Prod tanker - deepsea	7TDP	1970(73) Yugoslavia Brod Split (224) LR	14 717 22 610 8 733	587 0 29 665	30 0 0	186.19 23.47 9.72	1 Diesel Uljanik-B&W 10 500	17
TABLAT SNTM-CNAN Ro/ro - shortsea	7THQ	1978 Japan Towa Zosen (501) BV	3 598 3 600 1 213	14 409 0 0	30 0 0	131.02 18.52 6.22	2 Diesel N.Kokan-Pielstick 12 000	21
TAJURA Caltram Ro/ro - shortsea	7TIB	1980 W Germany Schlichting (1413) GL	1 599 2 900 785	12 259 0 0	32 0 199	114.01 17.91 5.19	2 Diesel Mak 4 500	16

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
TASSILI SNTM-CNAN Ferry - shortsea	7TDN	1971 (73) Japan Mitsubishi (688) LR	10 233 2 660 4 878	0 0 0	70 900 0	130.38 22.36 5.62	2 Diesel Mitsubishi 15 000	19
TEBESSA SNTM-CNAN Ferry - shortsea	7THF	1977 Japan Towa Zosen (498) BV	3 598 3 300 1 213	14 409 0 0	40 0 0	130.99 18.52 6.22	2 Diesel N Kokan- Pielstick 12 000	21
TELEGHMA SNTM-CNAN Ro/ro - shortsea	7THR	1978 Japan Towa Zosen (502) BV	3 598 3 300 1 213	14 409 0 0	30 0 0	130.99 18.52 6.22	2 Diesel N Kokan- Pielstick 12 000	21
TENES SNTM-CNAN Ro/ro - shortsea	7TAL	1974 Spain Ast Const (232) BV	1 598 2 300 863	12 239 0 0	32 12 0	98.06 17.51 4.83	2 Diesel Barreras-Deulz 7 700	18
TIMIMOUN SNTM-CNAN Ro/ro - shortsea	7THA	1977 Japan Niigata (N 1516) BV	3 429 3 000 1 133	15 030 0 0	59 0 0	123.43 18.52 6.16	2 Diesel Niigata- Pielstick 7 600	19
TIN HINAN SNTM-CNAN General cargo-deepsea	7TES	1970(74) W Germany Rolandwrft (969) GL	2 870 4 600 2 009	6 810 0 0	22 0 0	99.51 14.71 6.32	2 Diesel M Mannheim 3 600	14

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
TINDOUF SNTM-CNAN Ro/ro - shortsea	7TGV	1977 France La Rochelle (1222) BV	2 502 3 960 1 120	9 286 0 0	20 0 0	98.01 17.99 6.38	1 Diesel Stork-Werkspoor 4 250	14
TIPSA SNTM-CNAN Ferry-shortsea	7TEY	1971 (75) Japan Mitsubishi (1021) LR	6 789 1 981 3 180	0 0 0	75 1100 0	118.01 20.76 6.02	2 Diesel N Kokan- Pielstick 11 160	19
TLEMCEN SNTM-CNAN Ro/ro - deepsea	7THE	1977 Japan Towa Zosen (497) BV	3 628 3 300 1 336	14 409 0 0	40 0 0	130.99 18.52 6.22	2 Diesel N Kokan- Pielstick 12 000	21
TOLGA SNTM-CNAN Ro/ro - shortsea	7THG	1978 Japan Towa Zosen (499) BV	3 629 3 300 1 336	14 409 0 0	40 0 0	130.99 18.52 6.22	2 Diesel N Kokan- Pielstick 12 000	21
TOUGGOURT SNTM-CNAN Ro/ro - shortsea	7TGZ	1977 Japan Niigata (N 1515) BV	3 429 3 000 1 133	15 030 0 0	59 0 0	123.43 18.42 6.16	2 Diesel Niigata- Pielstick 7600	19
WAHRAN AMPTC ULCC - deepsea	7TON	1977 W Germany A.G. Weser (1397) AB	189 430 392 455 152 831	0 0 464 304	45 0 0	372.32 64.06 22.61	2 Turbine Weser-GEC 45 000	16

FLEET LIST

Name Shipowner Type and trade	Call Sign	Year of build(acquired) and country Shipyard (yd no.) Class soc	Grt Dwt Nrt	Dry Cargo Reefer Liquid (metres ³)	Crew Pass TEU	Length Breadth Draught (metres)	Propulsion Type Power (hp)	Speed (Knots)
ZACCAR SNTM-Hyproc Tanker-shortsea	7THW	1979 W Germany Schlichting (273) GL	1 963 3 605 1 432	0 0 3 760	24 0 0	90.21 13.76 5.72	1 Diesel Mak 3 200	13
ZERALDA SNTM-CNAN Ferry - shortsea	7TGU	1971(76) Japan Nippon Kokan (301) LR	7 095 1 985 3 703	0 0 0	78 1145 0	118.01 20.76 6.13	2 Diesel N Kokan- Pielstick 11 160	19

b. National Companies:

1. Arab Maritime Petroleum Transport Co. AMPTC
2. Cie Algero - Libyenne de Transportes Maritimes - CALTRAM
 Shareholders: CNAN, Algeria (50%)
 GNMTC, Libya (50%)
 Services: Weekly from west coast Italy to Tripoli, Benghazi;
 Monthly to Marsa el Brega, Hamburg/Antwerp range
 to Algerian ports.
3. Soc Nationale de Transportes Maritimes - Cie Nationale
 Algerienne de Navigation - SNTM-CNAN
 Services: Worldwide conventional and shortsea ro/ro, etc.
 Activities: Shipowner, shipping agent
 Conferences: Maritime Algeria-France (Mediterranee), Maritime
 Algeria-France, "CMI" Conference Maghreb/Italie.
4. Soc Nationale de Transportes Maritimes des Hydrocarbures et des
 Produits Chimiques - SNTM HYPROC
 Activities: Shipowner, tug operator, shipping agent for tankers.
 * The national company operating in the hydrocarbon and chemical
 products trades. Hyproc was established in 1982, taking over
 these operations and services previously handled by CNAN. Three
 further vessels were transferred from CNAN to Hyproc in 1984.
5. Soc Nationale pour la Recherche, la Production, le Transport,
 la Transformation & la Commercialisation des Hydrocarbures -
 SONATRACH
 Activities: Bunkering, oil transportation

c. Most Important Ports and Their Particulars:

Annaba:

This port comprises three basins with nearly 4000m total quayage. There are 29 berths including tanker terminal with five berths operated by Sonatrach. New ro/ro facilities and a fourth iron-ore berth are under construction. Storage facilities include a 16,000 ton capacity grain silo.

Arziw:

The port of Arziw and the newer sub-port of Arziw El-Djedid (Bethioua) constitute Algeria's principal industrial, petrochemical and hydrocarbon outlet. Accommodation at Arziw comprises over 4,500m of quay with 20 berths, including a three-berth tanker terminal and a methane terminal with two berths. The commercial port offers facilities to handle general cargo, cement, ammonia and project cargo, and construction of a container terminal is planned. Sonatrach operates a sealine berth for crude loading. Arziw El-Djedid is an offshore port still under construction following storm damage at the end of 1980, which has a six-berth LNG terminal, three specialised berths to handle crude condensate, and an LPG/ammonia facility.

Algiers:

This port comprises three basins totalling 184 hectares. There are 54 berths of 9,500m length overall, including three ro/ro and two tankerberths, ore and bulk cargo facilities. New container terminal under development. The port also offers shiprepair facilities for small vessels.

Skikda:

This port comprises 17 berths totalling 2,500m with two-berth LNG terminal. Additional three-berth tanker terminal operated by Sonatrach. Ro/ro facilities have recently been developed.

Oran:

This port comprises seven harbour basins, protected by two breakwaters, and offers some 35 berths, including a three-berth ro/ro terminal and a two-berth tanker terminal, operated by Sonatrach. Modernisation of the port's grain-handling facilities, and construction of a container terminal, scheduled to come on stream in 1986, are currently under way.

Rules and Procedures of Registration of Ships:

Rules relating to registration of ships, selected from the Maritime Code:

1. Algerian ships have to be registered in the Algerian Book of Registration of Ships which is under the responsibility of the maritime administration authority.
2. Each ship has to have a registration in which the following points are prescribed:-
 - The registration order number and the date of inscription.
 - Every single element of the ship such as name, tonnage, port, etc.
 - The time and the place which the ship was built and the name of the builder.
 - Name and address of the ship-owner and name and address of the share-holder or share-holders, indicating their number of shares.
 - The certificate of property.
 - Cause and the cancellation date of registry.

3. Each modification relating to the above mentioned indications must be prescribed in the Register Book.

The ships in the following situations are supposed to cancel their registry:

- Sank, destroyed or demolished.
 - Lost or considered lost (missing).
 - Declared unrepairable or its reparation is not necessary for one reason or another.
 - Does not have the required nationality any more.
 - Lost ship's particulars.
 - Is sold abroad.
4. In case the ship is unrepairable or its reparation is not necessary for one reason or another, its registry cancellation should not be done without the mortgagee's assent.
 5. A ship is considered lost if she would not be heard of for the period of three months after its latest news.
 6. A ship is considered unrepairable when the reparation is impossible or it could not be done at the location where she is and she cannot sail to another location where reparation could be done.
 7. Reparation of a ship is considered unnecessary when its charges are higher than the value of the ship at the departure of her voyage or, if she was not on voyage, than her value before the accident.
 8. The book of registry could be reached by any one who desires so, in other words it is open to public.
 9. Every application for the registry shall be accompanied by the following documents:-

- The declaration of ownership.
 - The builders certificate, that is to say, a certificate signed by the builder of the ship.
10. A ship registered abroad cannot enter the Algerian Register Book before the withdrawal of her current registry.
 11. Algerian ship cannot be registered abroad before withdrawal of her registry in the National Registry Book.
 12. The elements of identification of a ship are: name, tonnage, port of registry and nationality.
 13. The exterior identifications (distinctions/notes) must be marked on the ship both in Arabic and Latin letters.
 14. Each ship must have a name which is not already given to another one. The name is chosen by the owner. Giving and changing of names to the ships must be approved by the maritime administration authority.
 15. The name of the ship shall be marked on each of her bows and her name and the name of her intended port of registry shall be marked on her stern.

Conclusion and Suggestions:

Since the early years of independence, the Algerian Government has very well understood the relation between the world trade. According to its trade policy and its economical, manpower, and technical resources, Algeria has harmoniously developed its fleet. This development could be seen by a very simple comparison which can be made between the number of ships in 1985 and 1969. At 1.1.1985 it has 74 ships with 1 328 962 grt while in 1969 it was only 5.

In spite of the early establishment of the first national company CNAN (Compagnie Nationale Algerienne de Navigation) the major part of the fleet (almost 75%) was purchased in a very short period of 6 years (1973-78). In order to operate the ships it needed not only a well seagoing personnel but also maintenance and management structures which are now-a-days in a very good way of development. Undoubtedly, during the life of CNAN, there was a gap between the maritime investment process and reception structures and the undertaking of production means that a gap was a serious generator of expenditures.

For a country like Algeria it is important to have a national fleet to draw a strategy for itself so as to develop more favourable national factors as inputs in the process of producing an adequate maritime transport service, so as to offset the effect of any national factors that may tend to push the average profit yielding point higher than that of the market competing fleet. To attain the objectives of such strategy, long term and short term policies have to be adopted. The implementation of this national shipping strategy has to be taken by two levels: the state level and the companies' level, but all in harmony with each other. All the factors used in the production of the service have to be analysed and studied in the light of both national and international circumstances and technological progress.

CHAPTER IIIINSPECTIONS, SURVEYS AND ISSUANCE OF CERTIFICATESShips Survey and Inspection System:

Every Algerian ship has to be inspected for:

- the initial survey
- the periodical survey
- the additional survey if it is necessary.

For a new ship the surveyor must inspect all her structure, radio-electrical installations, life saving appliances, machinery and equipment including the hull on dry dock. The external and internal survey for the boilers shall be done as well.

The periodical survey must be done once a year or every two years according to the validity of the certificate, for making sure that the ship fulfills the safety requirements prescribed by the national legislation or the international conventions. During this survey the hull must be inspected on dry dock.

In case of accident which can affect the safety of the ship, the efficiency or integrity of the L.S.A. or in case of repairs or conversion, the ship must be submitted to an additional survey (general or partial). These cases shall be reported by the owner to the Algerian Maritime Administration or if the ship is abroad to the Consular authority, as soon as possible.

Every ship could be submitted to a "departure survey" before leaving an Algerian port. This survey could be done by the local administration initiative or after demand by the shipowner, master, or crew.

All surveys must ensure that the ship is in good condition for the service for which it is built. They shall ensure also the seaworthiness and whether she complies with the international conventions in the matter of safety of navigation and safety of life at sea.

The surveys should be done, if possible, without harming the exploitation of the ship. The safety surveys are done by the maritime administration which issues the Safety Certificate relating to the safety of passenger ships, Safety Construction Certificate, Safety Equipment Certificate, Radiotelegraphy and Radiotelephony Certificate for other ships.

System to Issue an Appropriate Survey and Inspection Certificates to Ships:

For issuing certificates relating to the international conventions, safety of life at sea, crew accommodations, and the conditions of labour on board ships, there is a central commission of safety and local commissions of inspections. The central commission of safety is located in the ministry in charge of the merchant fleet. It is also competent for approval of plans of construction or conversion of ships, approval of new safety equipment and radio communication equipment, as well as for appeal against local commissions' decisions. A local commission is located in each maritime district, and can meet, if it is necessary, in every port where the ship to be surveyed stays.

Abroad, the consular authority has to establish a commission with its composition is as near as possible to the local commission of inspection.

The fees for these inspections which should be paid by the shipowner, have to go to the Ministry of Finance. At the end of the safety surveys, the Safety Certificate should be issued by the Maritime Administration according to the judgement of the local commission.

The local commission is called Commission of Inspection of Navigation and Maritime Labour and is located in the most important ports of the Wilaya. (All the country is subdivided into 47 Wilaya.) It can meet in any other port of the Wilaya where the ship to be surveyed stays. It is in charge to:

- Examine and approve the construction plans of ships less than 500 GRT. It is also in charge of applying the Maritime Code instructions and particularly those regarding safety certificates and safety verification on all ships.
- Do the initial survey for ships equal or less than 500 GRT and 2200 KW power.
- Carry out all the surveys according to regulations on the ships without tonnage limitation.
- Verify all board documents on board.
- Conduct investigations regarding shipping accidents such as: collision, grounding, fire, shipwreck and other accidents for ships equal or less than 500 GRT and 2200 KW power.

The local commission is composed of:-

- The responsible official of transport of the Wilaya who represents the Ministry of Transport in that Wilaya, as Chairman.
- An officer of administration of the Maritime Affairs.
- A representative of the Coast Guard (Navy).
- An inspector of Maritime Navigation and Labour.

- A mechanical engineer.
- An inspector from radio communication who represents the Ministry of Post and Telecommunications.

The following members could be added to the commission by the request of the chairman:

- A doctor of seafarers.
- A representative of the local port authority.
- A representative of the shipowner.

The Local Commission of Inspection of Maritime Navigation and Labour will be held by the request of the commission's chairman, the shipowner, the master, or the two-third ($\frac{2}{3}$) of the crew. All the reports and informations has to be sent to the Central Commission of Safety.

Procedure for Conducting Inquiries into Shipping Casualties:

In the Maritime Code, general rules and definitions are given to casualties and the responsibilities for losses are clearly defined. In case of casualty, as it is defined in the Algerian Maritime Code, the Minister may order an investigation to be made by any person or group into the cause or causes of any accident on any ship, whether attended with loss of life or not. Once the conclusion of this investigation is made by that person or group it should be submitted to the Central Commission which is allowed to examine witnesses, even if they have been already heard.

The result of the inquiry made by the investigators can be accepted just like it is, or partly or completely changed by the Central Commission of Safety.

Procedure for Detention of Unseaworthy Ships:

Every ship in every Algerian port and at any time could be controlled by the Maritime Administration Authority. The purpose of this control is to check the Safety Certificate validity and to ensure that the ship is in a good condition for navigation, labour, crew accommodations, and in general if all the indications reported in the certificates correspond to the real state.

In a case in which the ship does not comply with the international safety requirements, the Maritime Administration Authority has to take the necessary measures to avoid the ship to sail, by either keeping the ship's safety certificates or refusing to extend them until all the safety requirements are fulfilled.

In case of foreign ships, the nearest representative of the flag country should be informed, which can request an inspection by a local commission which can deliver temporary safety certificates.

Conclusion and Suggestions:

Regarding surveys, inspections and issuance of certificates, a lot of work has been done by the Maritime Administration but in my opinion it is not sufficient because even now sometimes, some Algerian ships are detained by American or European surveyors especially for the lack of documents. In the 1983 IMO's statistics, Algeria is the fifth country in the world, in percentage of the fleet, whose ships were found deficient in foreign ports for the lack of documents or safety of personnel.

It is needless to say that having the ships being stopped in foreign ports costs a lot of money for the country, the money which could be used on

other projects for development. To avoid all this expenditure and the waste of time, it is necessary to be very exact with all kinds of surveys and inspections because the most vital functions of the Maritime Safety Administration are those intended to ensure the safety of life at sea, the safety of navigation and the protection of the marine environment. Such functions take the form of:-

1. Various types of periodical surveys and inspections of the ship in accordance with the relevant rules conforming to international standards (conventions) and national requirements and the issuance of one or more of the following certificates to each ship:
 - Passenger ship Safety Certificate
 - Cargo ship Safety Equipment Certificate
 - Cargo ship Safety Construction Certificate
 - Cargo ship Safety Radiotelegraphy/Radiotelephony Certificate
 - Loadline Certificate
 - Tonnage Certificate
 - International Oil Pollution Prevention Certificate
 - International Pollution Prevention Certificate for the carriage of noxious liquid substances in bulk.
 - Local cargo Ship Safety Certificate (for non-convention ships under 500 GRT.)
 - Exemption Certificates, where necessary.
2. Intermediate Surveys of ships so as to verify that the ships and their equipments continue to be so maintained as to warrant continuous holding of the appropriate certificate/s.
3. Inspection pertaining to port state control of foreign ships.

4. Inspection and detention of unseaworthy or unsafe ships.
5. Approval of various plan of new ships under construction.
6. Encouraging the development and manufacture of marine equipment indigenously, and approval of such equipments.
7. Coordinating the work of those Classifications Societies to whom statutory functions have been delegated as regards surveys of national ships.
8. Maintenance of technical records of national ships.
9. Dealing with requests for "exemptions" from any statutory requirements.
10. Organising and conducting various examinations for the purpose of granting Certificates of Competency to seafarers.
11. Dealing with matters pertaining to "manning" of ships.
12. Conducting inquiries into shipping casualties.
13. Dealing with matters pertaining to prevention, control, and combat of marine pollution.
14. Dealing with matters pertaining to Maritime Search and Rescue.
15. Ensuring safety of fishing vessels and other small crafts.
16. Advising on technical matters in general.

There is a remarkable weakness regarding inquiries in shipping casualties, in the Algerian Maritime Administration because no procedure is given by

a decree or by the Maritime Code. Therefore, we can suggest that the main purposes of an inquiry in a shipping casualty are to:

- Ascertain the facts.
- Obtain all the relevant information.
- Determine the cause (causes) of the casualty as precisely as possible so as to enable the Algerian Maritime Administration to take necessary steps to prevent, as far as practicable, the occurrence of similar casualties in future. In this connection it is most desirable to adopt a system of inquiry in two stages as is done in most countries.

These stages are:

I. First Stage: Preliminary Inquiry

This inquiry, which can be said to be quasi-judicial in nature, is usually conducted by a responsible official (with the necessary expertise) of the Maritime Safety Administration such an officer needs to be a highly experience professional officer, duly trained for the purpose, who needs to appreciate fully that he is undertaking a solemn duty, during which he would have to:

- Show great patience and understanding in examining witnesses, since they are likely to have been through a trammatic experience.
- Remember to place himself "in the shoes" of the witness when recording his statement, so as to be able to understand the relevant circumstances properly.
- Appreciate the fact that his conclusions or recommendations may have far-reaching consequences affecting the career/s of the seafarer/s concerned and perhaps the shipowners as well.

- Distinguish clearly between "error of judgment" and "negligence" as concerns his conclusion regarding an act of omission or commission on the part of any seafarer concerned.
- Give the benefit of doubt to the seafarer concerned, remembering the difficulties of seafaring.
- Ensure that the proceedings and the report of the inquiry are such, as to be capable of forming a proper basis for the decision of the Maritime Directorate as regards further follow-up action/s, even though it shall remain the prerogative of his superiors to differ with any or all of his conclusions.

The duties of the officer conducting preliminary inquiry can be classified broadly as follows:

1. To inform the Maritime Directorate through the Maritime Safety Administration of the shipping casualty having occurred within its jurisdiction.
2. To hold a preliminary inquiry, when considered necessary, into the shipping casualty.
3. To submit the proceedings and report of the preliminary inquiry to the Maritime Directorate through the Maritime Safety Administration.

II. Second Stage: Formal Investigation

A formal investigation is a public (judicial) inquiry, to be held in addition to or instead of a preliminary inquiry, as may be decided by the Minister through the Maritime Directorate.

A formal investigation is usually ordered by the Minister through the Maritime Directorate in any of the following circumstances:

1. If the preliminary inquiry is not considered sufficient.
2. If it appears that the shipping casualty has occurred through an avoidable cause.
3. If it appears likely to lead to prevention of similar casualties in the future.
4. If the said casualty was accompanied by loss of life or property, or involved serious damage.
5. If the casualty has given rise to a substantial amount of public attention to a disturbance of public confidence.
6. If there has been any alleged default or negligence on the part of the master or any officer.
7. If a certificate of competency of an officer (including master) is likely to be dealt with.

CHAPTER IVSEAMEN AND CREW MATTERSParticulars of the Present Institution for Training Seafaring Personnel:

The increasing and the diversity of the fleet raised up the need of seafaring (seagoing) personnel. It was necessary to recruit sufficient personnel on board ships and above all consider their being Algerian. Therefore, the imperative was the training for officers for navigation and administration. The institute in charge this training was the Maritime Institute of Bou Ismail (ISM: Institut Superiem Maritime de Bou Ismail), which was established in September 1974 under the authorization of the Ministry of Transport. This institute has to provide the economical sector of the merchant fleet with the necessary technical personnel. It is also in charge of perfection of the cycles and training courses for specialization. It gives specialization training courses to masters, mechanical engineers, radio officers, and intermittent education for obtaining diploma of management, maritime administration, and port officer title.

For masters and engineers education it is required to have a competitive examination for "bachelors ès sciences" and four years of study in the institute plus three years working experience at sea as a cadet. For radio officers it is necessary to have a competitive examination for "bachelors ès sciences" and "bachelors ès letters". For managers and maritime administration officers the requirements are three years of study in the institute and eighteen months working experience at sea as a cadet. For port officers it is required to have three years of study at the institute and six months working experience at sea and for master of vessels

engaged in near coastal voyages (master, home trade) it requires to have three years of study in the institute and two years working experience at sea.

These requirements are demanded from the marine officers who have been on board ships for, at least, 36 months and do not have the necessary background, as well as for the students who are just under the level required by the institute.

Rules for Manning National Ships:

The international norms for manning a ship depend on its type. Algeria does not follow exactly these norms according to its policy of employment. The country has also an important lack of training ratings. In order to respect the country's policy and to avoid the deficiency which exists in training ratings, the maritime administration has to employ almost $\frac{2}{3}$ more as many than the international norms. The manning of national ships can be compared with the manning of ships belonging to traditional maritime countries.

Type of Ships	National Manning	Traditional Maritime Countries' Manning
Ro/Ro	34 to 36	Less than 20
Transp cos	31	17 to 20
Cargo 10 000T	32	24 to 25
Cargo 3 000 T	20	Less than 12

System for Registration of Seamen:

The rules for exercising seafarer's profession are included in the Maritime Code which can be summarised as follows:

- Each person desiring to exercise seafarer's profession should fulfill the following requirements:
 - a. Algerian nationality/citizenship.
 - b. Above 18 years old.
 - c. Physical fitness.
- If the person is accepted, he will be registered on the seafarer register which is taken in charge by the Maritime Administration Authority.
- The inscription on the seafarer register could be refused for the following reasons:-
 - a. The person in question does not meet the requirements mentioned above.
 - b. He had been in prison for the constant period of three years.
 - c. He is under police investigation.

Each seafarer has to have in his possession a Discharge Book which constitutes the identity card of seaman. In the Discharge Book the information regarding the seafarer and particularly the following should be mentioned:

- Complete name and surname.
- Date and place of birth.
- Description and photo.
- Signature and possible fingerprints.

The name of the ship, the port and date of going on board, shipowner's name, date and place of leaving the board, type of navigation, functions on board, and all the medical visits should be also registered in the Discharge Book.

Discharge Book is issued by the Maritime Administration of the area of navigation. This Administration has the right to limit the validity of the Discharge Book, mentioning it clearly.

Abroad, the Consular authority can establish this document on the master's request, which is valid within that particular trip until arrival to the first Algerian port.

The Maritime Administration can issue Discharge Book to instructors and cadets of maritime schools on the request of superintendent, for a limited duration.

Number and Categories of National Seagoing Personnel:

The Algerian merchant fleet (general cargoes and passengers) employs almost 3000 permanent seagoing personnel. This number includes 900 officers and cadets and 2500 ratings. 80% of the officers working in the merchant fleet are Algerians. Roughly 150 foreign officers are employed in senior posts who work as masters, chief engineers, second captains, and second engineers.

The following table shows the number of the seagoing personnel with the Algerian employees in different ports and the average period spent in these ports. This average is very low for the officers (3 to 5 years). This table is based on the information on 1.1.1985.

Posts	Number	% of indigenously	Average Period in Ports	Average Age
Masters	79/80	53	4 years	34
Second Captains	78/80	77	3 "	-
Deck Officers	200	99	4 "	-
Chief Engineers	77/80	35	5 "	35
Second Chief Engineers	90	61	3 "	-
Engineers	200	98	3 "	-
Radio Officers	90	97	4 "	-
Electrical Officers	16	0	-	-
Rating Specialized in Deck Department	88/90	100	8 "	-
Rating Specialized in Machine Room	160	100	8 "	-
Rating Specialized in Other Services	150	100	8 "	-
Rating without Specialization.	1500	100	8 "	-
Catering Personnel	400	100	9 "	-

Rating personnel are 100% Algerian who generally do not have any maritime training before they sail. The majority of them has been trained on board.

Conclusion and Suggestions:

Regarding training of officers we can undoubtedly say that the "Institute Maritime de Bou Ismail" has reached its main goal. On board Algerian ships and in the Algerian Maritime Administration, a high percentage of the officers have been trained in the ISM. If given opportunity, the

Algerian officers could be as skillful as any other officer in the traditional maritime countries.

On board ships, there is not only need for skillful officers but also for well-trained ratings regarding the safety point of view and, of course, the credibility of the national companies and their image abroad. Needless to say, with a well-trained crew, ships are well maintained and a lot of accidents can be avoided which can save a lot of money for the government as well.

Maritime training, certification of the seafarers, and manning of the ships are three vital and inseparable links in a chain which determines the standards of safety and efficiency of the operation of ships. All of these three links are of equal importance to the Maritime Safety Administration in Algeria.

Regarding training facilities we can make the following suggestions:

1. 100% Algerianization of the teaching profession.
2. Establishment of new maritime colleges for ratings all over the coast (Mostaganem, Dellys, and El Kala).
3. Sea problems should be known by seafarers. (Safety of life, pollution, etc.)
4. Establishment of National Center of Maritime Documentation in the "Institut National de Bou Ismail" or in the Admiralty (Amirauté) in Algiers.
5. ISM Bou Ismail should be fitted in with a simulator.
6. Purchase of a training ship which can save time for the training, considering that saving time in maritime sector is saving money in

the national economy.

7. Keeping up-to-date the knowledge of the ISM personnel.

Regarding examinations and certification of seafarers we can say that the standards of examinations for various grades of seafarers (officers and key ratings) and their appropriate certification in a country are intended to establish and provide the levels at which they have to perform duties and operate on the ships. These, in turn, constitute the first element which determines the standards of safety and efficiency at which the ships of the country are operated. While the human factor as a whole is dominant in the operation of a ship, the professional competence of the aforesaid management personnel would be predominant. In view of the great importance attached to such examinations and the certification of seafarers, all progressive maritime countries have accepted same as a direct responsibility of their governments through their Maritime Safety Administrations. It is also the healthy practice to decide upon the standards and the systems in consultation with the shipping industry, the maritime education authorities and the representatives of the seafarers concerned. Nevertheless, the standards and systems had varied considerably amongst the countries and there were no international standards established until the year 1978.

In 1978, the World Maritime Community and the IMO adopted through an IMO Conference, the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978". It was the first successful attempt to establish global minimum professional standards for seafarers. The convention prescribes minimum standards which countries are obliged to meet or exceed.

The aforesaid convention, which is popularly known as the STCW Convention, is the first ever International Maritime Convention of its kind in view of

its great importance and implications to developing countries.

Having described above the salient features of the technical content of the STCW Convention, we come now to the question of how Algeria needs to gear itself to meet the requirements and be able to ratify the Convention.

In this connection, it needs to attend to the following:

1. Prepare appropriate rules and detailed syllabuses for the conduct of the various examinations and certification of seafarers.
2. Ensure the necessary infrastructure for the conduct of the examinations as part of (or linked to) the Maritime Safety Administration.
3. Ensure the availability of duly qualified and trained examiners of the appropriate disciplines.
4. Ensure the availability of adequate and appropriate maritime training facilities for the seafarers.
5. Ensure the availability of duly qualified and trained maritime teachers.

Regarding manning of the ships we can say that it is divisible in two parts:

- I. Certificated Manning
- II. Manning by other members of crew, who need not hold certificates of competency.

I. Certificated Manning:

This is related to the minimum categories and number of certificated officers required to operate a ship safely and efficiently. The minimum standards of competence to be attained by the Certificated Officers

have been spelt out in the STCW Convention and are further amplified by the national rules (regulations) concerned. However, the STCW Convention does not spell out the certificated manning structure, even though there are certificated manning implications in implementing the requirements of this Convention. Therefore, in order to enable the Algerian Maritime Administration to evolve a suitable minimum certificated manning structure, which would both conform to requirements of the STCW Convention and suit its requirements, the following suggestions are made:-

1. The following classes of ships and vessels must, when going to sea, be provided with officers duly certificated:-
 - An Algerian foreign-going ship.
 - An Algerian ship, carrying passengers.
 - An Algerian home-trade ship of not less than 200 GRT and not carrying passengers.
2. Certificated officers shall be provided for ships in accordance with the following scale:
 - a. In every case, a duly certificated master.
 - b. If the ship is over 200 GRT and not over 1600 GRT and is engaged on:-
 - Home-trade voyages, at least one deck officer in addition to the master and holding a certificate not lower than mate.
 - Foreign-going voyages, at least two deck officers in addition to the master, once holding a certificate not lower than second mate and the other holding a certificate not lower than third mate.

- c. If the ship is over 1600 GRT and is engaged on:
- Home-trade voyages, at least two deck officers, in addition to the master, one holding a certificate not lower than mate and the other holding a watch-keeping officer's certificate.
 - Foreign-going voyages, at least three deck officers in addition to the master, namely a first mate, a second mate, and a third mate, all of whom must be duly certificated.
- d. If any deck officer is carried in addition to those required by paragraphs (b) and (c) for the purpose of keeping watch at sea, he must hold a certificate not lower than:
- Watch keeping officer, in the case of a home-trade ship.
 - Third mate in the case of a foreign-going ship.
- e. If the ship is over 1000 horse power (or 750 KW shaft power) but not over 4000 horse power (or 3000 KW shaft power) and is engaged on:
- Home-trade voyages, at least two engineers, one holding certificate not lower than second class engineer and the other holding a certificate not lower than third class engineer.
 - Foreign-going voyages, at least three engineers, one a first class engineer, one a second class engineer and the other a third class engineer, all duly certificated.
- f. If the ship is over 4000 horse power (or 3000 KW shaft power) and is engaged on:

- Home-trade voyages, at least one first class engineer, one second class engineer, and one third class engineer.
 - Foreign-going voyages, at least one first class engineer, one second class engineer, and two third class engineers.
- g. If, in addition to those required by paragraph (c) or (f) there are engineers carried for the purpose of keeping a watch in the engine room at sea, they must hold a certificate not lower than third class engineer.

II. Manning by Other Members of Crew (Ratings)

This element is important to the Algerian Administration not only because of its importance to safe and efficient operation of ships, but also since it involves the vital matter of "employment" for the nationals. While on one hand there is the need for trained seamen (ratings), on the other hand the manning pattern deserves to be such as to provide employment for the maximum possible number of such ratings. Therefore, as regards the national ships, we can suggest that technology related to automation and such labour saving operations needs to be chosen with caution and man-power resources should be utilised to the maximum extent.

CHAPTER VMARINE POLLUTION PREVENTIONPresent System for the Prevention, Control and Combat of Marine Pollution:

In the decree, in definition of the roles and responsibilities of the Maritime Directorate, it is clearly indicated that the Maritime Navigation Sub-directorate is in charge to settle all the elements of plans and rules of the marine pollution prevention and ensure its performance in connection with the structures concerned.

The Maritime Twelve Articles deal with:-

- Definition of pollution.
- List of substances which are considered as toxic ones.
- Port facilities in which every ship has to discharge its wastes.
- Circumstances in which discharges of noxious substances from ships can be done.
- Authorization from the government for the industrial installation to discharge their substances.
- Fines to be paid by persons (masters or others) who are recognized responsible for all kind of pollution.
- List of persons who are entitled to control and give information about marine pollution who are as follows:
 - Entitled agents from local maritime administration.
 - Coast guard officers.
 - Captains of the navy ships.

The Maritime Safety Administration has no means to control and combat the marine pollution. It is the navy and the coast guard which use their ships to control the whole national waters for the pollution coming from other

ships.

Conclusion and Suggestions:

Regarding marine pollution, there are some rules dealing with this case and its administration is clearly designated. But there is no procedures and means to prevent or combat marine pollution. For controlling this matter only the coast guard and the navy are involved. Therefore, we can make suggestions saying that the dual role of the Algerian Maritime Safety Administration in the protection of the marine environment should be:-

1. The primary role of prevention of marine pollution from ships.
2. The participating and coordinating role of combating marine pollution when it occurs.

Item (1) should be covered by frequent and deep surveys, inspections and certification of ships. It is the role under item (2) which is likely to pose major problems to Maritime Safety Administration of developing countries. The Maritime Safety Administration may have either a coordinating or a participating role. In either case, the Maritime Safety Administration needs to ensure that there is the necessary "contingency plan" to deal with marine pollution when occurs in and around the waters of the country so as to be able to readily harness all available national resources for the purpose. Further, even for any sub-regional or region cooperation in the combat of marine pollution, the existence of a national contingency plan in each of the countries concerned would have to be a condition precedent. It would be very useful if between Marocco and Algeria, and Tunisia and Algeria such sub regional cooperation exists. The reason is clear, these

three countries are located between Gibraltar Strait and Suez Canal which is one of the main routes used by all kind of ships. It has to be borne in mind that such cooperation has to result in actual physical cooperation and pooling of resources, through the identification and commitment of all available resources in each of the countries concerned, through the national contingency plan of each country. While good-will and the necessary agreements in the sub-region are undoubtedly important, they form the "intent" and contingency planning in the physical "means". In this context it is hardly necessary to point out that, as a follow-up to national contingency planning, sub-regional cooperation in the combat of marine pollution has to be the logical aim of each of the countries in the sub-region, since:

- It ensures pooling of resources and skills.
- It harmonises the actions and activities of all the countries concerned through pre-concerted planning.
- It identifies the nature and extent of actions to be taken by each country in a given situation.
- It is most cost effective.
- It permits concentration of attention on vulnerable areas identified in advance, and
- The pollutions are not concerned with national boundaries.

In addition, the Maritime Safety Administration needs to ascertain from the national port authorities that adequate "reception facilities" are provided to receive from ships oily residues and chemical cargo residues.

CHAPTER VISEARCH AND RESCUEDetails of Any "Air/Sea Search and Rescue System" in Existence:

Algeria is party of the Search and Rescue Convention which entered into force in 22nd June 1985. The obligation of ships to respond to distress messages and signals from other ships is one of the oldest traditions of the sea and is also enshrined in various international conventions. Solidarity between seafarers is the most sincere one in the human history. It is done without distinction of races, religions, and countries which is one of the main purposes (at least on the paper) never fully reached by the UN system.

Brussels Convention on Assistance and Salvage of 1910 established in international law the tradition of the brotherhood of the sea and stated that "every master is bound, as far as he can do without serious danger to his vessel, her crew and her passengers, to render assistance to everybody, even though an enemy, found at sea in danger of being lost."

To comply with SAR convention needs expensive means and trained personnel which are not always available. For the search and rescue at sea in Algeria, we can say 90% of the work is done by the coast guard service and the navy, the rest is done by port authorities and fire brigade. Therefore, it is necessary to give some details about the organization of the coast guard.

Organization of Coast Guard Services:a. Structure of the Administration

The Algerian Coast Guard (Service National des Garde Costes) is

directly under the power of the Navy Forces. So it would be better to say that it is a part of the Navy which is included, of course, in the Ministry of Defence, and one of its main tasks is the Search and Rescue at sea all over the Algerian Coast which is 1200 Km. long.

The coast guard service has the following structure:-

- The commandant of coast guard who works in collaboration with his general staff composed of deck officers, engineers, and lawyers. This command is located in the capital city, Algiers.
- 03 maritime district which are located in:-
 - Oran (extreme west)
 - Algiers (the middle)
 - Annaba (extreme east)

Each district is divided in a certain number of maritime stations.

b. Operating Organization for S.A.R. Purpose:

The commandment of coast guard is responsible for all the Algerian coast. Each district is responsible for one part of the Algerian coast. The district of Oran is responsible for the west part, the one of Algiers for the middle part and the one of Annaba of the east part. Each district's area of responsibility is divided according to the number of the maritime stations.

How the Surveillance is Organized:

- Each Maritime Station must have its radio on duty all the time (24/24) and one of its patrolboats must be ready with 50% of its crew. (It means

that 50% of the crew must be on board, the other 50% can be called back on board within one hour.)

- Each district must have at least one patrolboat (belonging to its Maritime Stations) on duty. It means ready to go to sea. But very often this patrolboat is on duty at sea if the meteorological conditions are not very bad.

Sources of Informatin:

The sources of information are:-

- Maritime Stations' radio which are on duty 24 hours a day.
- Ports (Capitaineries) which also have radio on duty.
- Observation posts (other part of the Navy at shore) which are located all over the Algerian Coast and have an important role for search, rescue and control of pollution.
- Fishing vessels.
- And many other sources.

The Procedure of Intervention:

Every information regarding SAR is immediately transmitted to the patrolboat which is the nearest to the ship in distress, for beginning its research. Afterwards this information is transmitted to the neighbouring Maritime Station in order to warn them about an eventual intervention. The captain of the patrolboat which is involved, must be in permanent contact, by radio, with his mother maritime station to give information or to receive instructions.

When the ship in distress is found, the captain of the patrolboat should contact her by any way to know what kind of problem she has, and what kind of help she needs. After that he has to give his oral report to the station asking for the necessary help needed by the ship in distress, such as intervention of tugs, other patrolboats, or warships if the sea is bad. If the ship /boat /fishing vessel in distress is not found for any reason (wrong position, no communications between the ship in distress and the other radios at shore), the High Authority with cooperation of the air forces may use one or two planes for searching after the ship in distress. But the problem is that these planes are not made for the purpose of search; they are too fast and fly too high.

Conclusion and Suggestions:

As it has already been said, Algeria is party of SAR convention which is in complete harmony with its national policy. But this should be said that to comply with this convention it is necessary to have expensive means and well-trained personnel which are not available (at least at the present time) in the Maritime Safety Administration, except in the coast guards. In consequence we can make suggestion saying:

In this vital area (SAR) the Maritime Safety Administration may have and do:-

- Contingency plan and organisation to respond to maritime distress situations in waters adjacent to the country.
- Mutual assistance with adjacent states.
- Establishment of search and rescue school in which all seafarers (officers and cadets) should participate in courses for at least

one week per year.

- Fit all fishing vessels with at least radiophony stations.
- Encourage the shipowners to fit emergency position-indicating radio beacons (EPIRB) where appropriate.

RECOMMENDATIONS

Behind this paper, the idea was not to propose specific solution for each problem, which will mean, mere pretention on my behalf, but to suggest broad recommendations.

The principal goals of the Maritime Safety Administration is to ensure the protection of life at sea and also the protection of the marine environment. To this end, the following requirements are the pre-requisite/sine qua non:-

1. Highly skilled and professional manpower.
2. System of inspection and surveys.
3. Scientific management of the infrastructure.
4. To have up-to-date maritime legislation with its appropriate enforcing machinery.

So, as to obtain these requirements, the following suggestions are made:

- I. Need for training of personnel (surveyors) for the enforcing the national and international rules.

In order to attract experienced and professional seafarers (master, first class engineer, etc.) the post of surveyor must be upgraded salarywise and provided with substantial to cover all the risks and other expenses involved in performing the job of surveyor.

- II. To provide for the recycling of the personnel on a continuous basis with regards to technical and legal matters so as they are

kept up-to-date with the evolution on progress in the shipping and maritime world.

- III. To establish training system for the training of ratings since a good education and training of the rating will ensure better safety and as well as the environment protection.

In this case it is proposed to have three sea-training schools situated respectively in the west, east and center of the country. Consequently this will lead to a good reputation of all the Algerian fleet all over the world and also will not be unduely subjected to stringent inspection in foreign ports which causes heavy expenses to the fleet.

It is take noted that the catering staff should also participate fully in the safety drills and as well as the proficiency certificate in first aid survival at sea.

- IV. The need to concentrate on the problem of "FIRE" by:
1. Including substantial courses in all maritime schools on "Fire Fighting and Prevention Training", and also the vital importance must be stressed (eliminary points/marks, record of attendance).
 2. In verifying regularly the existence and the condition of the performance of the means of combating fire on board sea going merchant ships and also fishing vessels.
 3. To set up a fire-school in which one part should be specialized in combating fire on board ships.

- V. Need to inspect national ships on a more frequent period so as to

improve their condition of seaworthiness.

VI. Need to improve the state of fishing vessels for accident prevention and improve their turn over by more frequent inspection and to ensure all the safe equipment required available in the country.

VII. Need to increase the safe standards in the port and for this the following is suggested:-

1. To carry out permanent control of the navigational aids.
2. To inspect regularly the quays/terminals particularly for those reserved for the loading and unloading of dangerous goods/products.
3. To review the existing safeguards for the present system of storage. (Here it is pointed out that ports should be used for handling and transitting cargoes but not for long term storage and goods.)
4. To set up a V.T.S. units.
5. To establish sea passages in the national waters and to review the anchorage zones that will be therefore controlled by the V.T.S.
6. To reinforce the pilotage system by having more qualified experienced personnel and as well as proper equipment (radar, V.H.F., etc.).
7. Establish for each and every port a contingency plan with the responsibilities of the various organisations and parties

involved clearly and precisely defined in order to avoid conflict between the various bodies.

- VIII. The need to review the Maritime Code of 1976 and to incorporate the requirement of SAR, STCW, MARPOL 73/78, etc.
- IX. To set up in the Directorate of the merchant marine, an office with its main prerogative to follow the development of safety at sea on the international maritime level. This should result in providing precise report, keeping informed of the relevant propositions and up-dating of the existing national maritime legislation.
- X. To try to establish a programme for computerising all informations and data concerning national ships and its personnel.
- XI. To appoint a Receiver of Wreck who shall be responsible for all the problems involved with wrecks.
- XII. To frame the legislation dealing with the accident investigation procedures.
- XIII. To frame the legislation concerning the manning of ships taking into consideration the following factors:-
1. International rules (STCW - ILO 147).
 2. Type of vessel.
 3. Type of voyage.
 4. National policy with regards to employment matters.

XIV. To set up a national contingency plan for prevention of pollution and for SAR in making national use of the existing means of the neighbouring and coastal "Wilaya" and with the various responsibilities explicitly defined for the parties involved so as to avoid any conflict between the various authorities.

B I B L I O G R A P H Y

Establishment/Administration of Maritime Affairs in Developing Countries -

Professor P.S. Vanchiswar.

Algerian Maritime Code.

Seatrade Arab Shipping Guide 1985.

Lectures on the Establishing of a National Shipping Industry in a

Developing Maritime Country - Professor A.A. Monsef.

Canada Shipping Act.

IMO News No. 3, 1985.

Report on the National Maritime Transport.