

Implementation of the Athens Convention by the Athens Regulation concerning

-liability

-insurance requirements including a “blue card” for ships certified for more than 12 passengers

	International trade by sea	Domestic (coastal) trade by sea	Inland waterways trade, domestic or international
Ship class A	Must be implemented when the Convention enters into force for EU or the relevant state (art. 20 of the Convention), but at the latest 31. Des. 2012 (art. 2 and 12 of the Regulation)	Must be implemented four years after the Convention enters into force for EU (art. 20 of the Convention), but at the latest 31 Des. 2016 (art. 2, 11 og 12 of the Regulation)	No implementation requirements
Ship class B	As above	Must be implemented before 31 Des. 2018 (art. 11 of the Regulation)	As above
Ship class C	Must be implemented when the Convention enters into force for the relevant state (art. 20 of the Convention). Separate EU-implementation requirements to be considered in 2013 (art. 1 of the Regulation)	Separate EU-implementation requirements to be considered in 2013 (art. 1 of the Regulation)	As above
Ship class D	As above	As above	As above

No implementation requirements for ships not certified for more than 12 passengers.

The table assumes that the ship classes A-D apply to international trade, although the definitions (below) presupposes national trade. The same assumption is made in art. 11 of the Athens Regulation. If the Athens Regulation applies in national trade, it should also apply in international trade.

Definition of the classes of ships

pursuant to Dir 98/18/EC art. 4 (as amended) = Dir. 2009/45/EC art. 4.

A ship assigned to a lower class (further out in the alphabet) is not assigned to a higher class:

	Max. significant wave height	Max distance to port of refuge	Max distance to coast
D	1,5 m	6 nm	3 nm
C	2,5 m	15 nm	5 nm
B	[no requirements]	[no requirements]	20 nm
A	[no requirements]	[no requirements]	[no requirements]

‘Class A’

means a passenger ship engaged on domestic voyages other than voyages covered by Classes B, C and D.

‘Class B’

means a passenger ship engaged on domestic voyages in the course of which it is at no time more than 20 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.

‘Class C’

means a passenger ship engaged on domestic voyages in sea areas where the probability of exceeding 2,5 metres significant wave height is smaller than 10 % over a one-year period for all-year-round operation, or over a specific restricted period of the year for operation exclusively in such period (e.g. summer period operation), in the course of which it is at no time more than 15 miles from a place of refuge, nor more than 5 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.

‘Class D’

means a passenger ship engaged on domestic voyages in sea areas where the probability of exceeding 1,5 metres significant wave height is smaller than 10 % over a one-year period for all-year-round operation, or over a specific restricted period of the year for operation exclusively in such period (e.g. summer period operation), in the course of which it is at no time more than 6 miles from a place of refuge, nor more than 3 miles from the line of coast, where shipwrecked persons can land, corresponding to the medium tide height.