Justin Starrs explains why the third package of European Union maritime safety legislation has been working its way through the Brussels institutions for five years but has only now reached the home stretch.

While the word 'package' no doubt means nothing to those outside the EU bubble, in Brussels it is a big deal.
LAP?

“The designation of an independent authority for the accommodation of vessels in distress has always been something to which parliament has attached great importance”

Dirk Stevick

This seemed to leave the door open to a fudge, with the foreseeers authorities defined as “capable” or perhaps “implanerred”.

But that has since changed. “The designation of an independent competent authority for the accommodation of vessels in distress has always been something to which parliament has attached great importance,” Mr Stevick wrote in his assessment of the sta-

The council of ministers’ position, which took out the word “independent,” is “vague and would result in practically no improvement,” he said.

If the council does not give in to them behind closed-doors discussions begin next month, this less consoli-

The exercise of the package was round one, and the council won. The inside over independent authorities is round two, with the parliament looking for revenge. Fortunately, we are unlikely to see a round three, unless that is, member states fail to implement the law. This would result in warnings from the commis-

1) Vessel traffic monitoring: before the parlia-

2) Accident investigation: before parliament for second reading. Restrictions imposed by council, including limits on independent authorities, have not proven controversial enough to threaten a second reading agreement though.

3) Port state control: before parliament for second reading. Two sides divided on technical-

4) Ship inspection surveys: before parliament for second reading. Parliament and council have agreed new restrictions and system of fines for class societies, as well as mutual recognition of marine equipment certificates. Agreement expected.

5) Liability of passengers: before parliament for second reading. Seeks to make Athens con-

6) Concept liability for ships owners: stuck, defi-

7) Flag state control: stuck, indistinctly, in the council of ministers. Bill is to make flag state conventions legally binding in EU waters by most member states as a power grab by the European Commission and European parliament.