

An EU Flag State' relations with the Authorised Recognised Organisations

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Disclaimer

Any references to specific classification societies, products, manufactures or notified bodies made in this presentation is purely for illustrative purposes.

Many thanks to the providers of illustrations and graphics

The presentation is to a large extend based on the personal experience of the speaker and may therefore not necessarily be taken as the official position of the Danish Maritime Authority.

Flag is always right

UNCLOS Article 92 – Status of ships

1. Ships shall sail under the flag of one State only and, save in exceptional cases expressly provided for in international treaties or in this Convention, shall be subject to its exclusive jurisdiction on the high seas. A ship may not change its flag during a voyage or while in a port of call, save in the case of a real transfer of ownership or change of registry.
2. A ship which sails under the flags of two or more States, using them according to convenience, may not claim any of the nationalities in question with respect to any other State, and may be assimilated to a ship without nationality.

Flag is always right – cont.

UNCLOS Article 94 - Duties of the flag state

1. Every State shall effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag.
3. Every State shall take such measures for ships flying its flag as are necessary to ensure safety at sea with regard, inter alia, to:
 - the construction, equipment and seaworthiness of ships;
 - the manning of ships, labour conditions and the training of crews, taking into account the applicable international instruments;
 - the use of signals, the maintenance of communications and the prevention of collisions.

Flag State responsibility

1. International Convention on Load Lines (ILLC):

Article 13 – *Surveys and marking*

The survey, inspection and marking of ships, as regards the enforcement of the provisions of the present Convention and the granting of exemptions therefrom, shall be carried out by officers of the Administration. The Administration may, however, entrust the survey, inspection and marking either to surveyors nominated for the purpose or to organizations recognized by it. **In every case the Administration concerned fully guarantees the completeness and efficiency of the survey, inspection and marking.**

2. International Convention for The Safety of Life at Sea, 1974 (SOLAS):

Chapter I General Provisions Part B – *Surveys and certificates*

Regulation 6 – *Inspection and survey*

(a) The inspection and survey of ships, so far as regards the enforcement of the ... present regulations ... shall be carried out by officers of the Administration. The Administration may, however, entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it.

(d) **In every case, the Administration shall fully guarantee the completeness and efficiency of the inspection and survey, and shall undertake to ensure the necessary arrangements to satisfy this obligation.**

3. REGULATION (EC) No 725/2004 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 31 March 2004 on enhancing ship and port facility security

Annex II – International Code for the Security of Ships and of Port Facilities (ISPS Code), *Part A (mandatory)*

19.1.2 The verifications of ships shall be carried out by officers of the Administration. The Administration may, however, entrust the verifications to a recognised security organisation referred to in regulation XI-2/1.

19.1.3 **In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the verification and shall undertake to ensure the necessary arrangements to satisfy this obligation.**

Flag State Survey vs. Port State Control

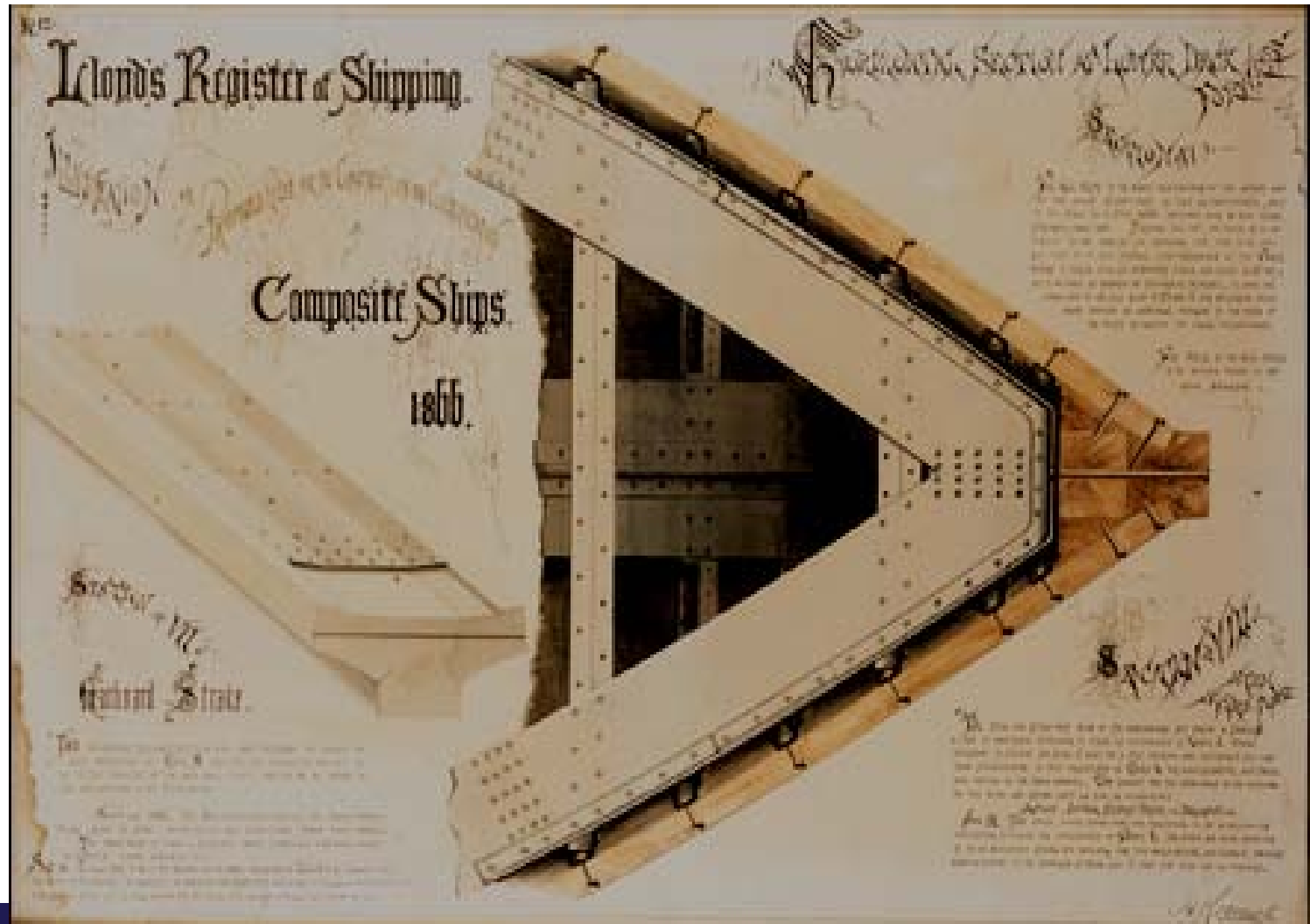
- Flag State Surveys results in the **issue of Statutory Certificates** based on the complete package of rules and regulations as decided by the Flag State
- Port State Control Inspections conducts **random survey** against a minimum set of rules and regulations

First where class

Lloyd's Register of Ships, 1764

25 Former	Present	Master	Port	To Port	Ton ^s	Guns	M ^t Built & Year	Owners	64	65	66
D	Daking —	Wm. Taylor	LonJ.	Cork —	150	S D Bb	12 Liverpool 47	Daking & Co	E M	E M	
	Dallampla —	J. J. J.	Liverp.	Old C ^t & Am.	110	B	5 B ^t 57	Davenport		E M	F M
	Danabouley —	Col Manderitz	LonJ.	Amsterd ^m	160	S d	8 Amsterd. 62	Feitsma	A G	A G	
	Dart. Packet —	Hutley		Riga —	200		11 River 54	Belford	E M		
	Darby —	W. Boydman		Dublin —	80	S D	7 Plantation 61	J. Boardman			
Gen. Pac ^t	Darlington —	M. L. L.		Quebec —	200	S D Bb	12 River 56	P. Weathrall	E M	E M	F M
	David & Eliz.	John B.		Rotterdam —	90	S L	8 Colchester 62	David Baker		A G	
	Dawes —	John Forbes		Jamaica —	300	6	3 22 Ipswich 63	H. Mure	A G		
	Dawkins —	R. Ballentine		Mad. & Jam.	250	4	4 20 River 49	Alex. Grant	E M		
	Dean —	Jno Salisbury		Dublin —	130		12 Chester 50	John Dean			
Neptune	Dear Befsey —	B. Beale	Liv. p.	Cork & Barb ^t	90	5	11 Plantation 56	Doran & Co.	E M		
	Deep Bay —	Wm. Oliver	LonJ.	St. Kitt's —	180		13 — 62	J. & J. Mills	A G		
	Deep Bay —	S. Dashwood		Boston —	150		10 Boston 63	Lane & Booth	A G		
	Defiance —	Shutter	Liverp.	Larne —	50		16 British 60		E M		
	De'artiquet —	Rettine	LonJ.	Hamburgh —	100		5 Amsterd. 61	Rettine			
Jupiter	Delaware —	J. Jolly		Nap. & Mell.	300	16	2 32 Plantation 62	J. Jolly			
	Delaware —	Pet. Creaton			150		10 Philadel. 61	Wharton	A G		
	Delight —	W. Richardf	Liverp	Bon. & Am.	120	5	20 French 56	Rumbold & C	E M	E M	
	Delight —	R. Barkham	Yarm.	Naples —	130	S d B	8 Yarmouth 53	Wm. Fisher	A G	A G	F M
	Denia Castle —	John Irwin	LonJ.	Streights —	100		9 Plantation 60	C. Conner	A M		
Matthew	Devonshire —	H. Hunter		Boston —	160		10 Boston 61	John Roe	A M		
	Reaves —	Rich. Ashton		Ph ^t Gr ^t B & W ^t	200	8	4 15 French 58	Lewis Tefier	E M		
	De'Vrouw Jo ^t —	Pet. Smidt		Amsterdam —	200		12 Amsterd. 53	Tiddiman	E M	E M	F M
	Dia'lem —	Evan Johnson		Leghorn —	364	8	6 20 French 50	Tiptoe & C.	E M		
	Diamond —	Wm. Stott		Gen. & Leg.	280	16	4 32 River 41	Franco	E G R		

Class Rules 1866



CFS/DMA

Interested parties 1760

- Cargo owners
- Insurance
- Banks
- Shipowners
- Shipyards
- Not the public
- Not the sailors
- Not the environment

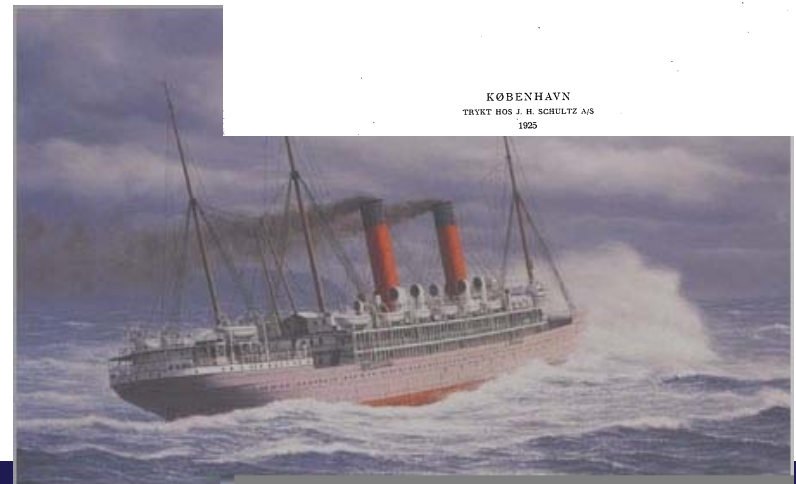
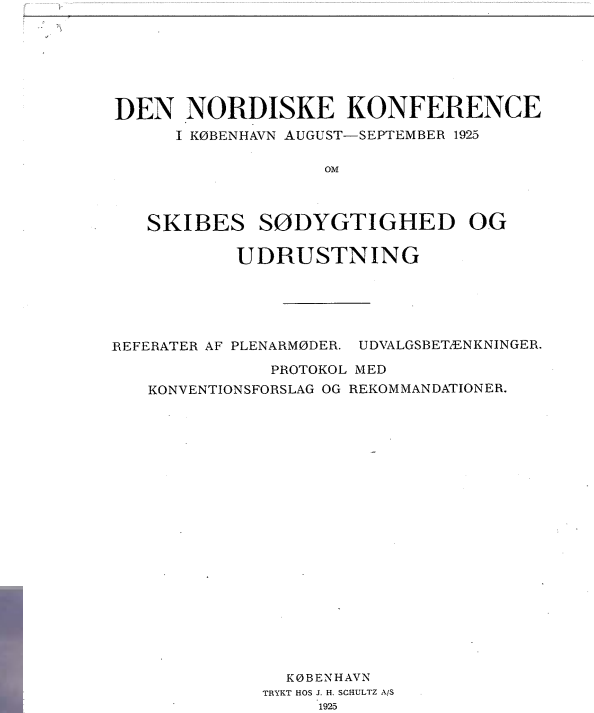


What is Classification

- Classification societies establish and apply technical requirements for the design, construction and survey of marine-related facilities, principally ships and offshore structures. These requirements are published as classification rules.
- A class certificate issued by a classification society, is an independent statement of fact, that the ship comply with the requirements of the classification rules as issued by the classification society.

Then came Statutory Regulations

- The flag states did not appear on the scene until around 1875 (Load Line regulations based on Lloyd's Rule)
- Global statutory regulation only introduced in 1949 (SOLAS '48)
- Regulation of Class or ROs introduced by IMO in SOLAS 1974 and by EU in 1994.



Merger of Class and Statutory

- **INTERNATIONAL CONVENTION ON LOAD LINES, 1966**

Annex I - REGULATIONS FOR DETERMINING LOAD LINES

CHAPTER I – GENERAL, Regulation 1 Strength of ship

(2) A ship which is designed, constructed and maintained in compliance with the *appropriate requirements of an organization, including a classification society*, which is recognized by the Administration or with applicable national standards of the Administration in accordance with the provisions of regulation 2-1, may be considered to provide an acceptable level of strength. The above provisions shall apply to all structures, equipment and fittings covered by this annex for which standards for strength and construction are not expressly provided.

- **SOLAS Chapter II-1**

Regulation 3-1 - Structural, mechanical and electrical requirements for ships

In addition to the requirements contained elsewhere in the present regulations, ships shall be designed, constructed and maintained in compliance with the structural, mechanical and electrical *requirements of a classification society which is recognized by the Administration* in accordance with the provisions of regulation XI/1....,

Sharing of work

- **Class Regulations**
 - Design and construction of hull, machinery, electrical and control systems
 - Maintenance of the above with focus on availability and reliability
- **International conventions, regional and national regulations**
 - Design of safety systems (stability, fire, rescue, communication etc.)
 - Operation
 - Safe Manning
 - Occupational Health
- **Shipowner (shipyard)**
 - Ship Specifications (what makes the ship make money)

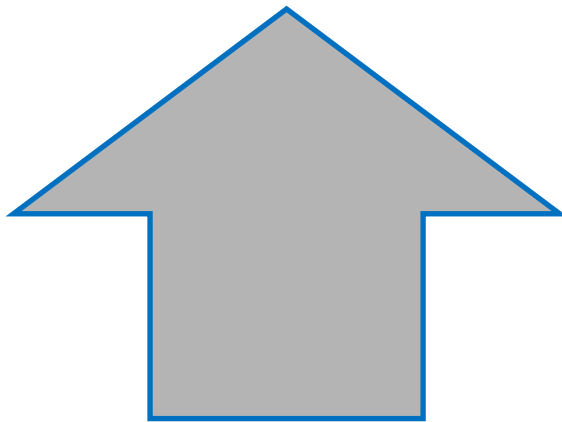
A “popular” explanation

- Compliance with Class regulations makes it **probable** that ship and cargo will arrive safely at its destination
- Compliance with Statutory regulations makes it **probable** that the crew and the environment will not be harmed in the process
- The Ship Owner, Master and Crew has the **responsibility** to comply with the whole package of regulations and not to make operational errors
- *It cannot be emphasised enough: It is the shipowner who is ultimately responsible for compliance with class and statutory regulations, not class nor flag. This includes the obligation to ensure that all required certificates are valid.*

Class vs. Recognised Organisations (RO)

- Acting as Classification Society, the RO verifies compliance with own Rules, is the sole interpreter of the requirements and uses professional judgement to accept equivalent solution.
 - The RO take sole responsibility.
- Acting as Recognised Organisation, the RO verifies compliance with national/international regulations adopted by a Flag State. The RO cannot on its own interpret the regulations, nor without permission use professional judgements to accept equivalent solutions.
 - Roles are defined in the Contract with the Flag State.
 - The Flag State have the ultimate responsibility.

Regulation of Recognised Organisations



INTERNATIONAL

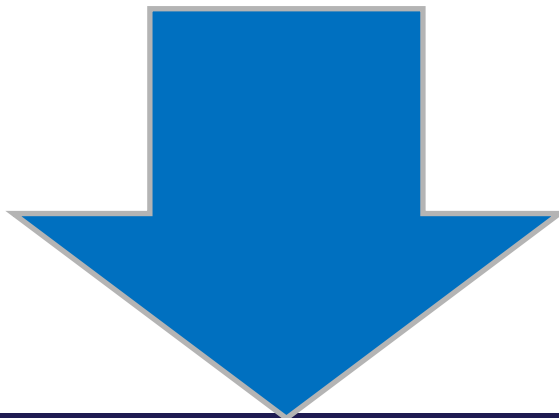
IMO Resolution A.789(19)

on “specifications on the surveys and certification functions of ROs’ acting on behalf of the administration”

IMO Resolution A.739(18)

“Guidelines for the authorization of organisation acting on behalf of the administration”

The RO Code



EUROPEAN

Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of the administration

Regulation EC 391/2009 on common rules and standards for ship inspection and survey organisations

The RO Code: Statutory Certificates

Part II, Article 1.43

Statutory certification and services means certificates issued, and services provided, **on the authority of laws, rules and regulations set down by the Government of a sovereign State.**

This includes plan review, survey, and / or audit leading to the issuance of, or in support of the issuance of, a certificate by or on behalf of a flag State as evidence of **compliance with requirements contained in an international convention or national legislation.**

This **includes certificates** issued by an organization recognized by the flag State in accordance with the provisions of SOLAS regulation XI-1/1, and which may incorporate ***demonstrated compliance with the structural, mechanical and electrical requirements of the RO*** under the terms of its agreement of recognition with the flag State.

Some vital definitions to agree upon

- Interpretations
 - To the satisfaction of the Administration or
 - As determined by the Administration
- Equivalences
 - Same level of safety by other means
- Exemptions
 - Reduced level of safety under certain conditions (**not acceptable??**)
- Temporary Remedies
 - Action in order to handle malfunction of equipment etc. (the DMA is not working 24/7).
- Questions / Complaints
 - If the owner / shipyard / consultant wants to the DMA's interpretation
 - Verification of an RO decision with regard to interpretations and equivalences
 - Complaints with regard to an RO conduct under the DMA authorisation
 - Complaints with regard to the DMA decisions

Roadmap: From Class to an “Authorised Recognised Organisation”



Acronyms.....

“Stands on the shoulders of” ACBs, QACE, (IACS QSCS) and EMSA”

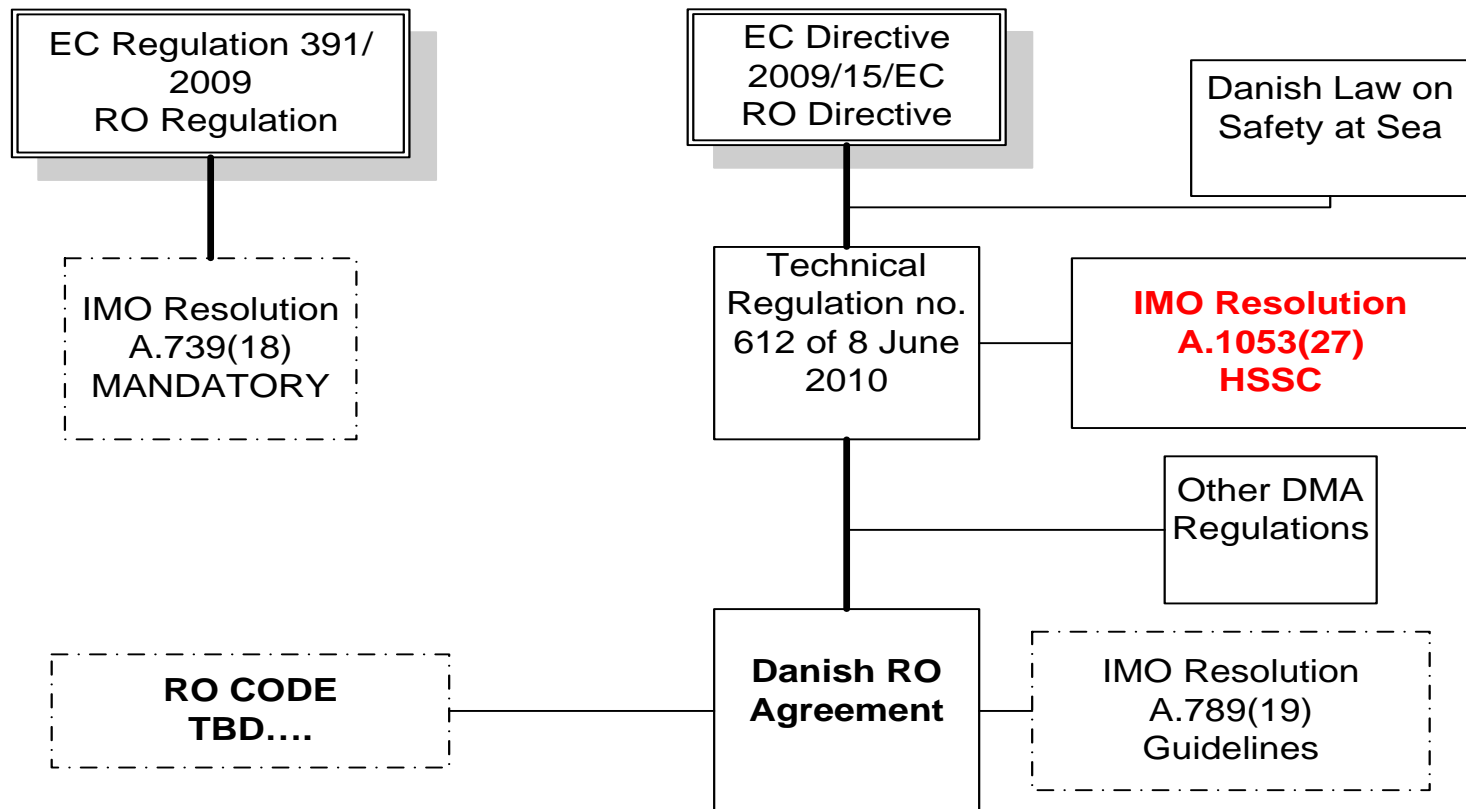
- **ACB:** **Accredited Certification Body**
- **QACE:** **Quality Assessment and Certification Entity**
- **IACS QSCS:** **The International Association of Classification Societies, Quality System Certification Scheme**
- **EMSA:** **European Maritime Safety Agency**

Who is an RO in the EU and who is Authorised by the DMA?

1. *American Bureau of Shipping (ABS)*
2. *Bureau Veritas (BV)*
 - a. *Registro Internacional Naval (RINAVE)*
3. China Classification Society (CS)
4. *Det Norske Veritas (DNV)*
5. *Germanischer Lloyd (GL)*
6. ~~Hellenic Register of Shipping (HR)~~
7. Korean Register of Shipping (KR)
8. *Lloyd's Register (LR)*
9. *Nippon Kaiji Kyokai (ClassNK)*
10. *Polski Rejestr Statków (PRS) – not ISM/ISPS in DK*
11. *Registro Italiano Navale (RINA)*
12. Russian Maritime Register of Shipping (RS)
13. Croatian Register of Shipping (in process)
14. Who is next?



The Danish system of laws and regulations behind the Authorisation of an RO



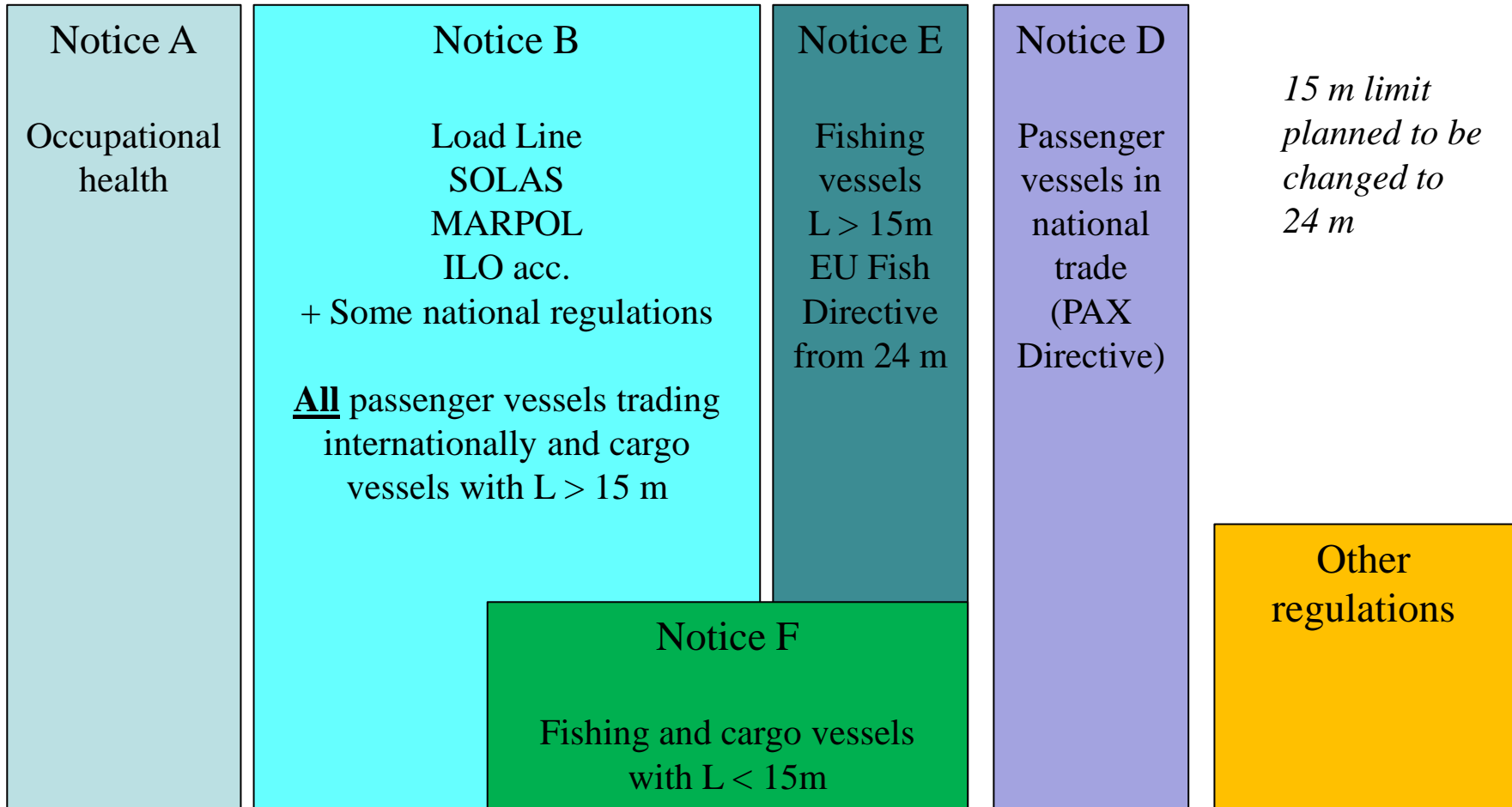
The Danish Class Agreements (RO Agreement)

- Ad hoc agreements since 1924
- Formal delegation since early 1960's
- First Class Agreement on the basis of IMO Resolutions in April 1996
 - Very narrow authorisation – certificates still issued by the DMA
- First Class Agreement based on EU regulations: 28th February 2001
 - Wide authorisation – certificates issued by the RO
 - Danish national regulations is to be enforced by the RO
- Current Class Agreement: 27th September 2003
 - Agreement signed by 8 Ros
 - 7 full authorisations, 1 not encompassing ISM and ISPS
- New RO Agreement issued in July 2012
 - New agreement to be signed by the individual ROs

The RO Agreement- main points

- Main Agreement (signed by DMA and RO)
 - Responsibility
 - Liability (limitation)
 - Communication (both ways)
 - Framework for the DMA monitoring of the RO
 - DMA requirements on the RO way of work
 - Mutual recognition of certification for selected issues
- Annex (Issued by the DMA) on scope (at certificate level) and guidance notes

DMA regulatory Structure



Danish level of authorisation – main points

Based on certificates & closely tied to the DMA regulatory structure

1. Tonnage (National regulations & International convention)
2. Load Line
3. SOLAS (Not passenger ships)
 - ISM & ISPS
 - SPS Code
4. MARPOL
5. MODU Code
6. AFS Convention (BWMC)
7. MLC
8. Non convention ships in class not carrying more than 12 passengers
9. Passenger ship stability
10. Passenger ship bottom survey
11. “Case by case” or “Single ship” authorisation

The foundation for all Survey and Certification of SOLAS ships

Resolution A.1053(27)

ASSEMBLY
27th session
Agenda item 9

A 27/Res.1053
20 December 2011
Original: ENGLISH

Resolution A.1053(27)

Adopted on 30 November 2011
(Agenda item 9)

SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC), 2011

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines regarding maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO the adoption by:

- (a) the International Conference on the Harmonized System of Survey and Certification, 1988, of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 and of the Protocol of 1988 relating to the International Convention on Load Lines, 1966, which, inter alia, introduced the harmonized system of survey and certification into the International Convention for the Safety of Life at Sea, 1974 and the International Convention on Load Lines, 1966, respectively;
- (b) resolution MEPC.39(29) of amendments to introduce the harmonized system of survey and certification into the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 Protocol relating thereto (MARPOL 73/78);
- (c) resolution MEPC.132(53) of amendments to introduce the harmonized system of survey and certification into MARPOL Annex VI;
- (d) the resolutions given below of amendments to introduce the harmonized system of survey and certification into:
 - (i) the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (resolutions MEPC.40(29) and MSC.16(58));
 - (ii) the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution MSC.17(58)); and

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Authorisations

Danish RO Agreement 2012

Annex to Danish RO Agreement 2012

DANISH RO AGREEMENT – ANNEX I – SCOPE OF AUTHORISATION

4 THE INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT 1969 (TMC69)

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
4.1 International Tonnage Certificate (TMC69)	PAX	CARGO	MODU & BARGES	Copy of International Tonnage Certificate to be forwarded to the DMA in hardcopy.
	F	F	F	

5 THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966 (ICLL 1966)

Certificate	Authorisation			Danish National Regulations (<i>and further remarks</i>)
5.1 International Load Line Certificate, 1966 (ILLC)	PAX	CARGO	MODU & BARGES	For additional regulations go to Annex III ILLC may also be issued to Passenger Vessels in National Trade according to Notice from the DMA D Multiple Load Lines are to be handled according to instructions given in Annex II.
	F	F	F	
5.2 International Load Line Exemption Certificate (IL-LEC)	PAX	CARGO	MODU & BARGES	All exemptions are to be granted by the DMA before first time issuing – cf. Annex II. Any survey and certification related thereto shall normally be carried out by the RO.
	P	P	P	

6 INTERNATIONAL CONVENTION FOR PREVENTING COLLISIONS AT SEA 1972 (COLREG)

The SAFEQ Certificate covers the technical provisions of the International Convention for Preventing Collisions at Sea, and thus the authorisation for COLREG “72” (COLREG).

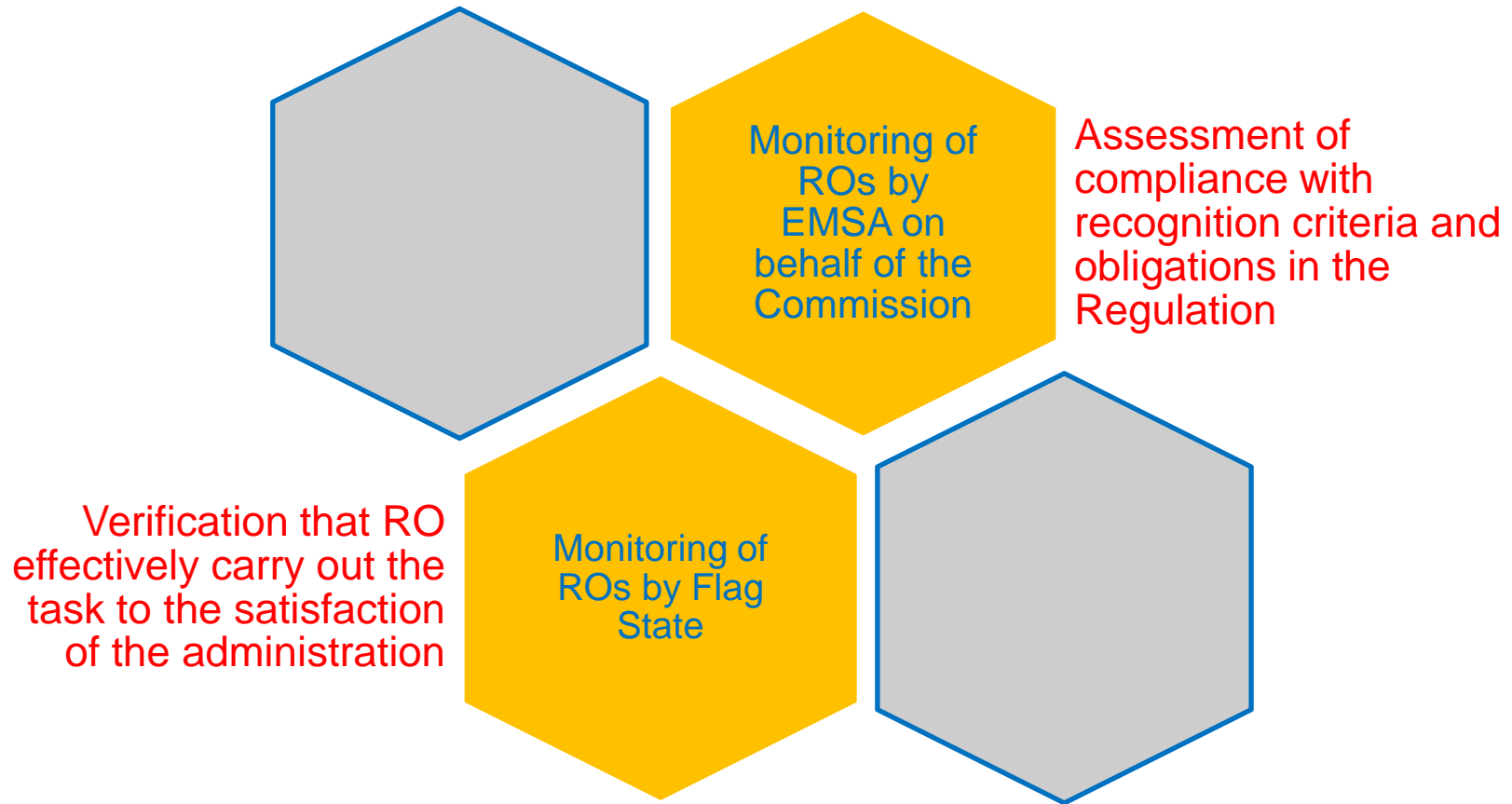
7 THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS 74/78/88)

Certificates	Authorisation			Danish National Regulations (<i>and further remarks</i>)
7.1 Cargo Ship Safety Construction Certificate (SAF-CON)	PAX	CARGO	MODU & BARGES	For additional regulations, please see DMA circular regarding Danish National Regulations
	N/A	F	N/A	
7.2 Cargo Ship Safety Equipment Certificate (SAFEQ)	PAX	CARGO	MODU & BARGES	For additional regulations, please see DMA circular regarding Danish National Regulation.
	N/A	F	N/A	

RO and Port State Control

- The Ship may/shall summon the RO and the RO is obliged to attend
- The RO shall attend if a certificate issued by it is questioned
- The RO is measured on the number of ships detained – **no matter the reason**

Monitoring of Recognised Organisations



Monitoring of Recognised Organisations

ARTICLE
9.1
MEMBER
STATE
MUST

Satisfy itself that the RO
effectively carry out its functions
to the satisfaction of the
Member State

IMO Resolution A.739(18)

Verification and monitoring
Supervision

Monitoring of Recognised Organisations

ARTICLE
9.2
MEMBER
STATE
MUST

1. Monitor each RO at least every second year
2. Report to the Commission and other MS on "last years" monitoring results

IMO Resolution A.739(18)

Verification and monitoring
Supervision

Monitoring of Recognised Organisations

ARTICLE 10
MEMBER
STATE
SHALL

Report to COM, FS and other MS when PSC finds cases of valid statutory certificates issued by a RO to vessels not fulfilling the requirements and representing a serious threat

Monitoring of Recognised Organisations

ARTICLE 11
MEMBER
STATE
SHALL

Ensure that ships are
constructed and
maintained according
to the rules and
procedures of an RO

Be "in class"?

Cooperate with ROs in
development of rules
and procedures

Monitoring ROs by flag State & Flag State Directive

Quality

Under flag State directive a quality system according, as minimum, to the ISO standard 9001:2008 for the operational part of the flag State-related activities

Operational part covers all the activities of the administrations related to inspection, survey and certification of ships and staff (Bunkers and CLC conventions not included)

WHAT ABOUT MONITORING OF ROs?

ISO 9001:2008 – section 4.1...

Where an organization chooses to **outsource** any process that affects product conformity to requirements, the organization shall ensure control over such processes. The type and extent of control to be applied to these outsourced processes shall be defined within the quality management system.

NOTE 1 Processes needed for the quality management system referred to above include processes for management activities, provision of resources, product realization, measurement, analysis and improvement.

NOTE 2 An "outsourced process" is a process that the organization needs for its quality management system and which the organization chooses to have performed by an external party.

NOTE 3 **Ensuring control over outsourced processes does not absolve the organization of the responsibility of conformity to all customer, statutory and regulatory requirements.** The type and extent of control to be applied to the outsourced process can be influenced by factors such as

- a) the potential impact of the outsourced process on the organization's capability to provide product that conforms to requirements,
- b) the degree to which the control for the process is shared,
- c) the capability of achieving the necessary control through the application of 7.4.

Flags States place in the RO monitoring chain

- The ACB "looks after" the ISO 9001 certification
- IACS QSCS "looks after" IACS membership requirements for IACS members
- QACE "looks after" IACS (QACS) requirements and the ISO 17020 requirements
- EMSA on behalf of the EU Commission "looks after" the requirements of the RO regulation
- **The flag** "looks after":
 - its agreement with the Authorised Recognised Organisations,
 - its national requirements and
 - **ITS SHIPS**

Tools for Flag monitoring of Authorised RO

- **Statistical analysis of fleet and of the RO production**
- **Flag State Survey on board**
 - **Newbuildings & ships flagging in**
 - **In Service survey**
 - **Ships detained by PSC or by Flag**
 - **Accidents**
- **Vertical Contract Audit (VCA) – see next slide.....**
- **Audit at RO premises incl. site offices**
- **Complaints from ship owners and/or the public**
- **Information from EMSA and other Member States**

Danish procedures for RO/RSO Recognition/Authorisation and monitoring

Procedure for RO/RSO Recognition/Authorisation and monitoring

1. Annex Ia: RO Recognition Scheme;
2. Annex Ib: Procedure for authorisation of RSO's
3. Annex II: RO/RSO monitoring - Overview;
4. Annex III: Procedure for RO/RSO monitoring onboard ships;
5. Annex IV: Procedure for reporting and processing of RO monitoring reports;
6. Annex V: Procedure for audits at RO/RSO offices;
7. Annex VI: Procedure for yearly reporting of RO/RSO monitoring.

Special requirements for RSO

RSO to demonstrate compliance with Regulation 725/2004, ISPS Code part B, section 4.5

When authorising an RSO, Contracting Governments should give consideration to the competency of such an organisation. An RSO should be able to demonstrate:

1. expertise in relevant aspects of security;
2. appropriate knowledge of ship and port operations, including knowledge of ship design and construction if providing services in respect of ships and of port design and construction if providing services in respect of port facilities;
3. their capability to assess the likely security risks that could occur during ship and port facility operations, including the ship/port interface, and how to minimise such risks;
4. their ability to maintain and improve the expertise of their personnel;
5. their ability to monitor the continuing trustworthiness of their personnel;
6. their ability to maintain appropriate measures to avoid unauthorised disclosure of, or access to, security sensitive material;
7. their knowledge of the requirements of chapter XI-2 and part A of this Code and relevant national and international legislation and security requirements;
8. their knowledge of current security threats and patterns;
9. their knowledge of recognition and detection of weapons, dangerous substances and devices;
10. their knowledge of recognition, on a non-discriminatory basis, of characteristics and behavioural patterns of persons who are likely to threaten security;
11. their knowledge of techniques used to circumvent security measures; and
12. their knowledge of security and surveillance equipment and systems and their operational limitations.

= an RO

When delegating specific duties to a RSO, Contracting Governments, including Administrations, should ensure that the RSO has the competencies needed to undertake the task.

In any DMA survey checklist on ships in class

SUPERVISION OF THE SHIPs RECOGNISED ORGANISATION (RO/CLASS)	YES	NO	REMARKS												
<u>Inspection of items within scope of RO authorisation carried out? C.f. Danish Class Agreement 2012</u>															
<u>If “No”, why not?</u>															
If “Yes”, describe scope of inspection	<table border="0"> <tr> <td>1. All new regulations in force within the last 24 months</td> <td>Yes</td> <td>No</td> </tr> <tr> <td>2. Danish National Regulations</td> <td>Yes</td> <td>No</td> </tr> <tr> <td>3. RO supervision theme of the half year</td> <td>Yes</td> <td>No</td> </tr> <tr> <td>4. Please describe any other items supervised:</td> <td></td> <td></td> </tr> </table>			1. All new regulations in force within the last 24 months	Yes	No	2. Danish National Regulations	Yes	No	3. RO supervision theme of the half year	Yes	No	4. Please describe any other items supervised:		
1. All new regulations in force within the last 24 months	Yes	No													
2. Danish National Regulations	Yes	No													
3. RO supervision theme of the half year	Yes	No													
4. Please describe any other items supervised:															
Reportable issues found during inspection of items within scope of RO authorisation															
<i>Please describe below and supplement with documentation (pictures og documents as appropriate)</i>															
In case of newbuildings and/or substantial problems fill in separate observation report – LINK HER	Number of observation reports issued:														

An important relationship

Remember:

1. Flag depends on its RO like they depend on flag.
2. Flag needs to specify its opinions in detail
3. The RO may often possess more technical and procedural skills than the flag, even though the RO may have problems in implementing this in all corners of their organisation
4. **Its all about communication and cooperation**

Statutory – in the hot pot together

Parlament(s)

Press

Public

Ports

Crew

Shipowner

Insurance

Cargo owners

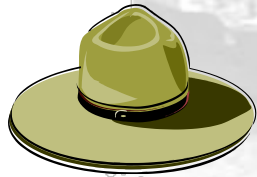


The RO is the eyes, ears and arms of the DMA and as such has the obligation to support the interest of the Kingdom of Denmark

Which hat does the RO surveyor wear today ?



Consultant for the
Shipyard



Shipowners
consultant



Class as "class"



Authorised RO at
the service of the
Flag



Notified Body

CFS/DMA

It is the shipowner who is ultimately responsible for compliance with class and statutory regulations, not class nor flag.

This includes the obligation to ensure that all required certificates are valid and that the ship is well maintained and operated.

Many thanks to



For pictures, text and figures and other material

