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Mutual Recognition: a matter of safety.

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The European Commission is proposing a revision of Class Directive 94/57. The proposal paves the way for harmonization of class rules and requirements. Further, the European Union Recognised Organisations (ROs), namely 13 classification societies, some of which are non-IACS, shall agree on the conditions under which they will mutually recognize their respective class certificates.

According to IACS, this raises safety issues and their positions is supported by a number of International Associations in the maritime industry.

First of all EMEC has proof their position is not fully supported by the maritime industry, as claimed by IACS.

Secondly, safety issues is a complex matter to which IACS is only presenting a part of the challenge in its press release

The European Marine Equipment Council (EMEC) has aimed at providing clear information on the matter of mutual recognition of certificates to the public and industry.

From the outset, EMEC's position was clearly based on mutual recognition at the highest safety level.

Mutual recognition is already in force for safety products under the Marine Equipment Directive. It is obvious that European-flagged vessels under the Marine Equipment Directive (Wheelmark) are not less safe than ships flying non EU-Flags. Moreover, the absence of mutual recognition has not avoided the huge environmental disasters caused by shipping accidents at sea. Class Societies have singularly failed to explain how this is possible.

Mutual recognition is one of the means to enhance safety and free up resources that can be used for research and development by companies. It is also a fundamental and recognised legal principle that is already in place in all other European industries. Class Societies should explain why mutual recognition cannot be applied to the maritime industry.

Marine equipment manufacturers are pursuing the goals of increasing environmental efficiency and ensuring the safety of ships. Their aim is therefore to implement one single European standard in order to guarantee higher safety for both the public and the maritime community.

EMEC will present a more comprehensive view on the different aspects of safety in January 2007.

Annex: Report – pages 16/17 – amendments 26 and 27 on Art 20 of the Directive 94/57



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Definition of Marine Equipment

The term 'marine equipment' refers to all products and services supplied for the building, conversion, and maintenance of ships (seagoing and inland). This includes technical services in the field of engineering, installation and commissioning, and ship maintenance (including repair).

EMEC – European Marine Equipment Council

The European Marine Equipment Council (EMEC), which represents the European marine equipment industry, consists of 13 European trade associations from Austria, Croatia, Denmark, Finland, France, Germany (two), Italy, Norway, Poland, Spain, The Netherlands and the United Kingdom.

The undertakings active in this important field, many of which are SMEs, are world leaders in many of the activities described in the definition above. They are responsible for 262,000 jobs directly and 436,000 indirectly, qualifying as the most important employer in the maritime industry. They generate a turnover of 26 billion Euro, 12 billion of which relate to the export market, contributing to European economic growth.

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EMEC: a knowledge driven industry

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