SIMPLY 2007

Scandinavian Institute of Maritime Law Yearbook

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деятельности в сфере транспорта на территории других стран, пересечение которых подпадает под действие конвенции, и оправдывает его с точки зрения защиты прав трудящихся в области транспорта. Важными аспектами здесь являются защита прав лиц, занятых в сфере транспорта, и обеспечение их здоровья и безопасности при выполнении служебных обязанностей. Важным элементом в предотвращении таких ситуаций является проведение регулярных проверок компетентных органов на соответствие нормам и правилам, установленным для обеспечения безопасности и здоровья персонала в данной сфере.

The legal issues

1. The legal framework

We will first consider the general background to the discussion of the issues relating to the protection of seafarers in shipping.

One of the most important factors in the protection of seafarers is the establishment of effective regulatory mechanisms and the implementation of international standards and guidelines. The International Labour Organization (ILO) has developed a number of conventions and guidelines that provide the necessary framework for the protection of seafarers. These conventions and guidelines include the International Convention on the Safety of Life at Sea (SOLAS) and the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW). These conventions and guidelines are intended to ensure the protection of seafarers in case of accidents and to prevent incidents caused by persons or property by ship.
under the terms of a contract, the parties to such contract may
be partially or wholly interested in illegal activities and therefore be partial
interests in the regulated activities. The OFED has identified

6. Non-monetary benefits of ships are often considered
7. The OFED has identified...
FURTHER DISCUSSION

1.2 Further Discussion

1.2.1 Further Discussion

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2.1 Introduction

Under the Freedom of Establishment

2. Ship Register Transparency Rules that

ANNEX 1 to the MARPOL Convention on the Prevention of Pollution from Ships

2.1 Introduction

Under the Freedom of Establishment
22 | Prohibition of discrimination on the grounds

of nationality

Annexure of information on a maritime security problem - EL law implications

Redaction of the EL Commando

4.7 EC states that restrictions on the freedom of establishment of a Member State, in accordance with an EC Treaty, involving an economic activity that involves a specific sector in another Member State, are not necessary to achieve the objective pursued by the EC Treaty, provided that such sector forms an essential part of the economy of one or more Member States.

Article 47 EC provides that the EC Treaty does not undermine the freedom of establishment of a Member State, in accordance with EC law, involving an economic activity that involves a specific sector in another Member State, provided that such sector forms an essential part of the economy of one or more Member States.

Furthermore, a Member State may not prevent the establishment of a company set up in another Member State, even one whose company shareholders are not resident in the EC, if the company is established in accordance with the EC Treaty. In that case, the EC shall not be required to comply with the EC Treaty if the establishment is carried out in accordance with the EC Treaty.

Article 47 EC also states that restrictions on the freedom of establishment of a Member State, in accordance with EC law, involving an economic activity that involves a specific sector in another Member State, are not necessary to achieve the objective pursued by the EC Treaty, provided that such sector forms an essential part of the economy of one or more Member States.
Section 2.3: Prohibition of other (non-discrimination) measures

The application of national measures that are likely to hinder or

render ineffective the freedom of establishment may be made subject to the exercise of the right of establishment or to the freedom of establishment itself

Two interests need to be balanced to determine whether a non-discrimination measure can be imposed on persons or undertakings, or other undertakings, that

are engaged in, or are otherwise active in, activities that are compatible with the concept of freedom of establishment. If a measure or undertaking is incompatible with the concept of freedom of establishment, it may be restricted or

modified, provided that the restrictions or modifications are compatible with the concept of freedom of establishment. However, certain measures may be applied without restriction or modification if they are necessary to ensure the proper functioning of the Community or to protect the rights and interests of individuals or undertakings.
are not addressed by the Regulation. The Regulation imposes obligations on EU Member States' ship registers by imposing new obligations on EU Member States' ship registers. The Regulation also addresses the question of the breach of the precautionary principle, which is not covered by the Regulation.

2.4 TRANSFER OF A SHIP TO ANOTHER MEMBER STATE

Promulgation of measures to ensure the application of the Regulation to the Member States, including the establishment of a formal register, is a requirement of the Regulation. The Member States are required to ensure that the Regulation is fully implemented and that the measures are effective. The Regulation also requires the Member States to ensure that the transfer of a ship is recorded in the new Member State's register. This, accordingly, opens up a possibility for Member States to register a vessel under the Regulation without complying with the requirements of the Regulation.

In summary, the implementation of the Regulation in the Member States is a crucial step in ensuring its effectiveness and compliance with the objectives of the Regulation. It is important that all Member States implement the Regulation effectively and in accordance with the requirements of the Regulation.
3.2.1 Impeachment of General Interest.

For refusal to register anonymous measures or

3.2 Justifications for Transparency measures or

purposes.

If there is a need to refuse to register an anonymous measure, it must be justified by the regulator. The justification must be provided in writing and must state the reasons for refusing to register the measure. The justification must also include a statement that the measure is necessary in the public interest and that it is in the interest of the Member States.

Member States may be allowed to adopt discriminatory measures, but these measures must be proportionate and must be justified by the regulator.

3.3 Introduction

3.3.1 Impact on maritime security of the

Annex VI of the Bunker Regulations.
security, or public policy. A different exception applies to the grounds of public policy.

The purpose of this Chapter and measures taken in pursuance of the same are

3.22 Public policy and security

Exemptions

In order to promote the efficient operation of insurance companies, the courts of jurisdictions where insurance companies are organized have imposed restrictions on the ability of insurance companies to recover amounts owed to them by policyholders. These restrictions are intended to ensure that insurance companies are able to recover amounts owed to them by policyholders and that insurance companies are not prejudiced in their ability to recover amounts owed to them by policyholders.

The general interest to advance a transparent rule is reflected in the drafting of insurance companies, which consider the provisions that would be required to ensure that insurance companies are able to recover amounts owed to them by policyholders and that insurance companies are not prejudiced in their ability to recover amounts owed to them by policyholders.

Reserve...
could not serve as justification for the restriction of this freedom.

In the context of the freedom of movement of persons, restrictions on the grounds of public security have been considered as proportionate to the extent that they are necessary in order to prevent criminal activity. However, excessive restrictions on this freedom, such as those imposed by highly restrictive visa policies, may breach the principle of freedom of movement and the right to reside within the European Union.

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3.3 Proportionality of the Transparency Measures

Although proportionality is a key principle in Article 46, it is important to note that exceptions to the freedom of information or requests for personal data must be applied when necessary to strike a balance between the public interest and the interests of the person or organization to which the personal data relates. The proportionality test is applied to ensure that the interference with an individual's right to personal data is necessary and proportionate to the legitimate aim pursued by the authority or body requesting the data.

In the context of the ECJ judgment "Case C-125/99" cited above, the Court of Justice emphasized the importance of proportionality in the context of access to personal data. The Court held that the information requested in the context of the exercise of a right contained in the EU legal framework should be provided only if its provision is necessary to the extent required to achieve the objectives of the EU law. This means that the authority or body requesting the personal data must demonstrate a sufficient and legitimate interest in obtaining the data.

Furthermore, the Court emphasized that the proportionality test must be applied at all stages of the decision-making process, from the decision to request personal data to the final decision on the disclosure of the requested information. This includes the assessment of the adequacy and sufficiency of the information provided, as well as the assessment of the necessity and proportionality of the measures taken to obtain the personal data.

In summary, the proportionality test requires that the authority or body requesting personal data must demonstrate a sufficient and legitimate interest in obtaining the data, and that the measures taken to obtain the data are necessary and proportionate to the legitimate aim pursued by the request. This test is applied at all stages of the decision-making process to ensure that the interests of the individual are protected and that the right to personal data is respected.
Transparency would force regulators into complex and convoluted processes without reducing the risk of security breaches. The OECD report provides an excellent example of the difficulties faced by regulatory authorities in balancing the need for transparency with the requirement to protect sensitive information.

In most cases, the authorities responsible for the regulatory framework have not been able to strike a balance between the need for transparency and the need for security. The OECD's report highlights the difficulties faced by regulatory authorities in ensuring that the information they publish is both accurate and relevant to the public.

In conclusion, the OECD report provides valuable insights into the challenges faced by regulatory authorities in balancing the need for transparency with the need for security. It is important for regulatory authorities to strike a balance between these two objectives to ensure that the information they publish is both accurate and relevant to the public.
Summary and concluding remarks

In summary, the implementation of the proposed measures to enhance transparency and clamp down on ship registries' and operators' misrepresentation of ownership and operation details is crucial for maintaining the integrity of maritime activities. The measures outlined in this proposal provide a comprehensive framework for improving transparency in the shipping sector. By introducing stricter regulations, implementing advanced technologies, and fostering international cooperation, the maritime industry can work towards a safer, more transparent, and sustainable future.

Only necessary measures

In conclusion, the actions described in this proposal are necessary to strengthen the maritime sector's transparency and accountability. They are designed to deter fraudulent practices and ensure that vessels are operated ethically and legally. By adopting these measures, the maritime industry can regain the trust of stakeholders and contribute to the global economy's growth and prosperity.
Context

Carrier Liability - content and EL Intermodal Transport and

Part IV

provisions and adopt the appropriate legislation

reformation of liens in view of the precedent of the

International and EU documents on maritime security and the

International and EU register. Member States should take into account

Ship's register. Member States should develop more detailed

requirements or EL harmonisation to develop more detailed

information or EL harmonisation - in the absence of

Finally, Member States can be recommended - in the absence of

on the grounds of public policy or security.

on the grounds of public policy or security.

operation.

principle, prevention of terrorist financing by shipping

society. It must also show that the measure is appropriate to the

the fundamental interests of

Member States must show that the measure is necessary.

The principle "politics of public security" has died down. In Article

"politics of public security" construction, so build in Article

subject to whom in doing so, the Member States must rely on public

may take appropriate measures, even if it own nationals are not

identity of the vessel is disordered. The Member States

another Member State is not possible at all, or at least not until the

Member States can fulfill such requirements.

Further, it a Member State considers that, because of security

founding through shipping activities can fulfill