

## 581

**REGULATION OF THE GOVERNMENT****of the Slovak Republic**

of 11 October 2006,

**on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services**

The Government of the Slovak Republic in accordance with Article 2 paragraph 1 letter j) of the Act No 19/2002 Coll. establishing the conditions for the issue of approximation regulations of the Government of the Slovak Republic, as amended by later regulations, shall enact:

## Article 1

(1) This Government regulation establishes a system of mandatory surveys which will provide a greater assurance of safe operation of regular ro-ro ferries and high-speed passenger craft services to or from ports in the Member States of the Community and provide for the right of a Ministry of Transport, Posts and Telecommunications of the Slovak Republic (hereinafter referred to as „the Ministry“) to conduct, participate in or cooperate with any investigation of maritime casualties on these services.

(2) This Government regulation shall apply to the ro-ro ferries and high-speed passenger crafts flying the flag of the Slovak Republic and providing regular services to or from ports in the Member States on international or domestic voyages in sea areas covered by Class A<sup>1)</sup>.

## Article 2

For the purpose of this Government regulation:

- a) ro-ro ferry shall mean a seagoing passenger ship with facilities to enable road and rail vehicles (hereinafter referred to as „the vehicle“) to embark and disembark and intended for the carriage of more than 12 passengers,
- b) high speed passenger craft shall mean a high speed craft<sup>2)</sup> intended for the carriage of more than 12 passengers,
- c) a passenger shall mean a natural person other than the master, officer corps, assistants, crewmembers, persons employed or engaged in any capacity on board a ro-ro ferries and high-speed passenger crafts on the business of that ships, and a child under one year of age,
- d) regular service shall mean a series of ro-ro ferry or high-speed passenger craft crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either according to a published timetable; or with crossings so regular or frequent that they constitute a recognisable systematic series,
- e) certificate shall mean:
  1. for ro-ro ferries and high-speed passenger craft engaged on international voyages, the safety certificate issued under the international agreement<sup>3)</sup>, together with the relevant

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<sup>1)</sup> Article 3 of Regulation of the Government of the Slovak Republic No 582/2006 Coll. on safety requirements for passenger ships.

<sup>2)</sup> Chapter X Regulation 1 of the International Convention for the Safety of Life at Sea (SOLAS 1974) as amended by later regulations (Communication No 165/2001 Coll.).

- records of equipment and where appropriate exemption certificates and permits to operate;
2. for ro-ro ferries and high-speed passenger craft engaged on domestic voyages, the safety certificate issued in accordance with special regulation<sup>4)</sup> together with the relevant records of equipment and where appropriate exemption certificates and permits to operate,
- f) exemption certificate shall mean certificate according to the provisions of the international agreement,<sup>5)</sup>
  - g) host State shall mean a Member State to or from whose port a ro-ro ferry or a high-speed passenger craft is engaged on a regular service,
  - h) international voyage shall mean a voyage by sea from a port of a Member State to a port outside that Member State, or vice versa,
  - i) domestic voyage shall mean a voyage in sea areas<sup>1)</sup> from a port of a Member State to the same or another port within that Member State,
  - j) company shall mean an owner or operator<sup>6)</sup> operating one or more ro-ro ferries to which a document of compliance has been issued in compliance with special regulation<sup>7)</sup>, or an owner or operator operating high speed passenger craft, to which a document of compliance has been issued in accordance with the international agreement<sup>8)</sup>,
  - k) qualified inspector shall mean a public-sector employee or other person, duly authorised by the competent authority of a host State to carry out surveys and inspections related to the certificates and fulfilling the criteria of qualification and independence,
  - l) substantially interested Member State shall mean a Member State:
    1. which is the flag State of a ro-ro ferry or a high-speed passenger craft that is the subject of an investigation,
    2. in whose internal waters or territorial sea a marine casualty has occurred,
    3. where a marine casualty caused, or threatened, serious harm to the environment of that State territory, or within those areas over which the State is entitled to exercise jurisdiction under international law,
    4. where the consequences of a marine casualty caused, or threatened, serious harm to that State territory or to artificial islands territory, installations, or structures over which it is entitled to exercise jurisdiction under international law,
    5. where, as a result of a marine casualty, nationals of that State lost their lives or received serious injuries,
    6. that may provide important information respecting the investigation or

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<sup>3)</sup> International Convention for the Safety of Life at Sea (SOLAS 1974) as amended by later regulations.

<sup>4)</sup> Regulation of the Government of the Slovak Republic No 582/2006 Coll.

<sup>5)</sup> Chapter I Part B Regulation 12 letter a) point VI of the International Convention for the Safety of Life at Sea (SOLAS 1974) as amended by later regulations.

<sup>6)</sup> Article 2 of the Act No 435/2000 Coll. on Maritime Navigation z. o námornej plavbe as amended by later regulations.

<sup>7)</sup> Article 5 paragraph 2 of Council Regulation (EC) No 3051/95 of 8 December 1995 on the safety management of roll on roll off passenger ferries (ro-ro ferries) (Special edition OJ EU, 7/Vol. 2) in valid wording.

<sup>8)</sup> Chapter IX Regulation 4 of the International Convention for the Safety of Life at Sea (SOLAS 1974) as amended by later regulations.

7. that for some other reason is considered as the lead investigating State,
- m) lead investigating State shall mean the State that takes responsibility for the conduct of the investigation as mutually agreed between the substantially interested States,
- n) marine casualty shall mean an event that has resulted in any of the following:
1. the death of, or serious injury to, a person that is caused by, or in connection with, the operations of a ro-ro ferry or a high-speed passenger craft,
  2. the loss of a person from a ro-ro ferry or a high-speed passenger craft that is caused by, or in connection with, their operations,
  3. the loss, presumed loss or abandonment of a ro-ro ferry or a high-speed passenger craft,
  4. the damage to a ro-ro ferry or a high-speed passenger craft,
  5. the stranding or disabling of a ro-ro ferry or a high-speed passenger craft, or the involvement of a ro-ro ferry or a high-speed passenger craft in a collision,
  6. the damage being caused by, or in connection with, the operation of a ro-ro ferry or a high-speed passenger craft or
  7. the damage to the environment brought about by the damage of a ro-ro ferry or a high-speed passenger craft being caused by, or in connection with, their operations.
- o) muster station shall mean the place in which passengers muster in the event of emergency situation.

#### Article 3

Prior to the start of operation and within the initial verification, the ro-ro ferry or high-speed passenger craft on a regular service shall be subject to the check of:

- a) a validity of the certificate issued by the Ministry or by a recognised organisation<sup>6)</sup>,
- b) an issue of certificate in accordance with the annexes to Resolution A.746(18) of the International Maritime organization (hereinafter referred to as „the Resolution“) or with similar procedures designed for the same purposes,
- c) a compliance with classification requirements pursuant to a recognised classification society or with rules accepted by the Ministry concerning construction and maintenance of their hull, machinery and electrical and control installation,
- d) a voyage data recorder recording the data for the benefit of a possible casualty investigation; it shall comply with the requirements of the Resolution A.861(20) and with the testing requirements laid down in respective standard.<sup>9)</sup>

#### Article 4

Prior to the start of operation and within the initial verification, the ro-ro ferry or high-speed passenger craft on a regular service, shall be subject to the check whether companies operating or intending operate the ro-ro ferry or high-speed passenger craft on a regular service:

- a) have ensured that the specific requirements laid down in Annex No 1 are applied and provided the evidence of compliance in accordance with Article 2 letter k) to the host State involved in the regular service,

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<sup>9)</sup> STN EN 61996 Maritime navigation and radiocommunication equipment and systems. Shipborne voyage data recorder (VDR). Performance requirements. Methods of testing and required test results..

- b) have agreed in advance that host States and any substantially interested Member State may conduct, participate in or cooperate with any investigation of a marine casualty or incident in accordance with Article 11, and given them access to the information recorded in the voyage data recorder of their ro-ro ferry or high-speed passenger craft involved in such a maritime casualty.

#### Article 5

The compliance with the conditions for the safe operation of regular ro-ro ferry and high-speed passenger craft services through the initial specific survey carried out prior to the start of operation by a ro-ro ferry or high-speed passenger craft on a regular service, shall be verified in accordance with Annexes No 1 and 2. Initial specific survey shall be carried out within one month at the latest after receiving the documents necessary for completion of verifications pursuant to Articles 3 and 4.

#### Article 6

(1) Articles 3 to 5 6 need not apply when a ro-ro ferry or high-speed passenger craft on a regular service in accordance with this Government regulation transfers to another regular service covered by this Government regulation where the route characteristics are agreed to be similar, and the ro-ro ferry or high-speed passenger craft fulfils the requirements for safe operation on that regular service. The companies may ask in advance the host States concerned for their confirmation of agreement with route characteristics similarity.

(2) In cases of unforeseen circumstances, a replacement ro-ro ferry or high-speed passenger craft must be introduced to ensure continuity of service, and paragraph 1 is not applicable, the start of ro-ro ferry or high-speed passenger craft operation may be allowed provided that:

- a) a visual inspection and document check have proven that the ro-ro ferry or high-speed passenger craft fulfils the necessary requirements for safe operation, and
- b) the verifications and surveys under Articles 3 to 5 shall be completed within one month.

#### Article 7

(1) A regular specific survey under Annex No 2 and a survey during a regular service which should have proven, that a ro-ro ferry or high-speed passenger craft fulfils the requirements for safe operation pursuant to Annexes Nos 1 and 2, shall be carried out once in every 12-month period.

(2) A regular specific survey shall be carried out under Annex No 2 each time when the ro-ro ferry or high-speed passenger craft undergoes repairs, alterations and modifications of a major character, or when there is a change in company statutory body, a change of the class of a ro-ro ferry or high-speed passenger craft or a flag under which a ro-ro ferry or high-speed passenger craft has right to fly.

(3) In case of a change in the company statutory body, a change of the class of a ro-ro ferry or high-speed passenger craft or a flag under which a ro-ro ferry or high-speed passenger craft has right to fly, the ro-ro ferry or high-speed passenger craft may be dispensed from the regular specific survey required by the paragraph 2 provided that the safe operation of the ro-ro ferry or high-speed passenger craft is not affected by this change and after taking account of prior verifications and surveys carried out on the ro-ro ferry or high-speed passenger craft.

(4) Should the surveys referred to in paragraph 1 confirm deficiencies warranting a prevention of regular operation under this Government regulation, all costs relating to the surveys shall be covered by the company.

## Article 8

The company shall be promptly, in writing, informed of the outcome of verifications and surveys carried out under Articles 3 to 5 and Article 7.

## Article 9

(1) The operation of a ro-ro ferry or high-speed passenger craft on a regular service shall be prevented:

- a) when the requirements in Articles 3 and 4 have not been satisfied,
- b) whenever deficiencies are found during the surveys referred to in Articles 5 and 7 which pose, under this Government regulation, an immediate danger to the ro-ro ferry or high-speed passenger craft, its crew or passengers,
- c) when there is an established failure to comply with the special regulation<sup>10)</sup> which poses an immediate danger to the ro-ro ferry or high-speed passenger craft, its crew and passengers.

(2) The company shall be informed in writing of the decision to prevent from ro-ro ferry or high-speed passenger craft operation, giving full reasoning. The ro-ro ferry or high-speed passenger craft operation on regular services shall be prevented until it has been confirmed that the danger has been removed and the requirements of this Government regulation are met.

(3) Where the ro-ro ferry or high-speed passenger craft is already operating a regular service and non-fulfilment of requirements of this Government regulation has been found, the company shall ensure the necessary measures for their prompt rectification or within a well-defined and reasonable period of time, provided they do not pose an immediate danger to the ro-ro ferry or high-speed passenger craft, its crew and passengers. If this is not the case, the ro-ro ferry or high-speed passenger craft shall be prevented from operation

(4) The decision to prevent from ro-ro ferry or high-speed passenger craft operation prior to its start of operation on regular service shall be issued within one month of the initial specific survey and communicated to the company immediately.

## Article 10

(1) Ro-ro ferries and high-speed passenger crafts, that have been subject to the initial or regular specific survey and no inconformity with this Government regulation requirements has been found, shall be exempted from expanded inspections relating to the passenger ships and the ships operating a regular service.

(2) The initial or specific surveys shall be carried out by a commission composed of qualified inspectors of the involved host States. Wherever there is a need for qualitative assessment of the fulfilment of ro-ro ferry or high-speed passenger craft class-related provisions, a inspector of a recognised organisation shall be include in the commission. The

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<sup>10)</sup> Act No 435/2000 Coll., as amended by later regulations..

Communication of the Ministry of Foreign Affairs of the Slovak Republic No 165/2001 Coll. on notification of Slovak Republic succession of the multilateral treaty documents, the Depository thereof shall be the General Secretary of International Maritime Organisation.

Order No. 66/M – 2002 of the Ministry of Transport Posts and Telecommunications of the Slovak Republic of 16 January 2002, establishing the details on the acquirement of a crew member professional competence (Communication No 31/2002 Coll.).

Council Regulation (EC) No 3051/95 of 8 December 1995 on the safety management of roll-on/roll-off passenger ferries (ro-ro ferries) (Special edition OJ EU 7/Vol. 2.) in valid wording.

commission shall report revealed deficiencies to the competent body of the host State concerned, that shall inform the Ministry.

(3) At the request of the company, the Ministry shall be invited by the host State to participate in any specific survey according to this Government regulation.

#### Article 11

(1) The Slovak Republic may participate, to cooperate in, or where provided for under the Resolution A.849(20), to conduct any marine casualty investigation involving a ro-ro ferry or high-speed passenger craft.

(2) When a ro-ro ferry or high-speed passenger craft is involved in a marine casualty, the investigation procedure shall be launched by the competent body of that State in whose territory waters the marine casualty occurs or, if outside territory waters, by the last State visited by the ro-ro ferry or high-speed passenger craft. This State shall remain responsible for the investigation and coordination with other substantially interested States until such time as it is mutually agreed, which is to be the lead investigating State.

(3) The investigation shall be concluded in the most efficient way and within the shortest possible time taking into account the Resolution A.849(20).

(4) The reports resulting from a marine casualty investigation (hereinafter referred to as „the investigation report“) shall be published in accordance with point 12.3 of the Code for the investigation of marine casualties and approved by the Resolution A.849(20) and notified to the European Commission.

(5) The Ministry shall provide the European Commission with the copies of investigation reports in accordance with Article 10 paragraph 4, and where possible, also the marking of a ro-ro ferry or high-speed passenger craft with an identification number of the International Maritime Organisation.

#### Article 12

Legal Acts of the European Communities listed in Annex No 3 are transposed and implemented by this Government regulation.

#### Article 13

This Government regulation shall enter into force on 1 November 2006.

**Robert Fico s. m.**



**Annex No 1  
to the Government regulation No 581/2006 Coll.**

**SPECIFIC REQUIREMENTS**

Companies shall ensure that on board their ro-ro ferries and high-speed passenger crafts the following conditions apply:

1. Accessibility of information on the availability of shore-based navigational and information systems before the ferry or craft begins to sail, and the usage of those navigational and information systems by the master;
2. Signs relating to safety information for passengers in the event of an emergency situation, which shall be in accordance with the approved sign symbols of International Maritime Organisation related to life-saving appliances and procedures; colours used in those signs should contrast with the colour of the panelling to which they are attached; they should be different from the other signs and should be clearly visible on the permanent illuminated place;

2.1 Muster station signs and embarkation station signs:

- 2.1.1 muster and embarkation stations have to be identifiable according to muster station symbol supplemented by a muster station letter of a sufficient size, which shall be identical with the letter on the sign,
- 2.1.2 muster station and embarkation station signs have to be of a sufficient size and they shall respectively indicate the muster station and the embarkation station; they have to be readily apparent to passengers and clearly identifiable.
- 2.1.3 a space that serves both as a muster and embarkation station has to be identified by only the muster station symbol and a letter;

2.2 Escape route signs:

- 2.2.1 muster station direction signs should be provided in all of passenger spaces, such as in stairways and alleyways to the muster stations, in public spaces not used as muster stations, in entrance halls and spaces linking public spaces and on outside decks in the vicinity of doors giving access to muster stations,
- 2.2.2 routes to the muster stations have to be kept clear and throughable and they shall not be used by passengers as places, in which they leave luggage and other belongings,
- 2.2.3 embarkation station direction sign leading from muster stations to embarkation stations should be provided;

2.3 Exit and emergency exit signs:

- 2.3.1 doors intended for passenger and serving for the movement from passenger spaces to open decks or to alleyways used as escape routes must be clearly indicated with an inscription marked „EXIT“ and the relevant symbol. Where possible one sign should be over the door but where the door is not readily visible from within the space it serves a further sign should be provided to indicate the direction, in which the door lies,
- 2.3.2 doors, windows, side scuttles and other openings that are not normally used as throughfares, but which could be used for emergency escape purposes, should

be clearly marked with inscription „EMERGENCY EXIT“ and the relevant symbol;

2.4 Deck identification signs and deck and cabin numbering:

2.4.1 each deck in the passenger spaces should be marked by a number; in addition it may also be marked by a name. The relevant signs should be located in all stairways and public rooms and should be clearly identifiable and visible,

2.4.2 passenger cabins on each deck have to be numbered from forward to aft of the ro-ro ferry and high-speed passenger craft;

2.5 Emergency instruction notices for passengers:

2.5.1 notices have to be simple and provided in passenger cabins, at muster stations and in other passenger spaces and as a minimum must include information on muster stations and essential procedures in case of emergency,

2.5.2 simple plans showing the „you are here“ position and escape routes marked by arrows, oriented for each specified location, should be striking displayed,

2.5.3 instructions and „you are here“ plans may be provided on one notice or alternatively, in separate parts with the instructions on lifejacket usage being provided in the form of the lifejacket manufacturer's usage instructions and should be prominently displayed in the vicinity of the cabin door. The instructions should be in English and other languages appropriate to the 1 passenger nationalities carried on the ro-ro ferry and high-speed passenger craft,

2.5.4 emergency instruction notices for passengers should be located in suitable positions in muster stations and where possible close to the muster station signs. Notices placed in other public passenger spaces not used as muster stations should be kept well legible of other non-safety signs and posters;

2.6 Broadcasts made on a public address system should be formal, impersonal and clearly audible in all operating conditions in all public accommodation and service spaces, including open decks to which passengers have access;

2.7 In an emergency the crew should wear uniforms, uniform working clothes or other distinctive features such as caps or vests marked „crew“ so as the passengers would be able to distinguish crew members from other passengers. The vests marked „crew“ may be placed at emergency stations, for the use of crew members off duty and out of uniform;

2.8 Means of drawing passengers' attention to emergency instruction notices for passengers:

2.8.1 where a passenger information is not held after departure of the ro-ro ferry and high-speed passenger craft, it is important to draw the attention of the passengers to the location and contents of the passenger emergency instruction notices. It is recommended to encourage the passengers to read the notices for example by means of the public address system. The announcements in public address system should be made after all the passengers have been boarded and either prior to or immediately on departure of the ro-ro ferry and high-speed passenger craft from the berth and it is recommended that this type of announcement be prefaced by a special signal followed by a request for everyone's attention. Announcements shall be made in English and languages



appropriate to the nationalities of passengers carried on the ro-ro ferry and high-speed passenger craft; such announcements should be brief and compatible with this type of announcement to enable an orderly muster of the passengers to take place if this should become necessary. It should be ensured that no other announcement or music is allowed to be broadcast while the passenger emergency instruction announcement is being made;

2.8.2 announcements on board the ro-ro ferry and high-speed passenger craft may be supplemented by other information form depending on the ro-ro ferry and high-speed passenger craft and voyage; this can include for example the showing of video programmes on board of the ro-ro ferry and high-speed passenger craft and/or on the shore, inserting in the ticket folder a page containing emergency procedures information, including information in magazines and brochures published for passengers, making announcements in the shore terminal that passengers should familiarise themselves with the contents of the emergency instruction notices for passengers on board of the ro-ro ferry and high-speed passenger craft.

3. Observation of a plan of the work organisation,<sup>11)</sup>
4. The master shall not be constrained from taking any decision, which is necessary for safe operation of the ro-ro ferry and high-speed passenger craft, in particular in severe weather;
5. The master shall keep a record of navigational activities and incidents which are of importance to safety of navigation;
6. Any damage to, or permanent deflection of shell doors and associated hull plating that may affect the integrity of the ro-ro ferry and high-speed passenger craft, and any deficiencies in the securing arrangements of such doors, shall be promptly reported to both the Ministry and the host State and such damage or deficiencies shall be promptly eliminated;
7. An up-to-date voyage plan is available before the departure of the ro-ro ferry or high-speed passenger craft on its voyage. This plan shall be prepared in accordance with an international agreement;<sup>12)</sup>
8. General information about the system of service and assistance available to elderly and disabled persons on board is made known to the passengers and is made available in formats suitable for people with impaired sight.

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<sup>11)</sup> Article 44 paragraph 7 of the Act No 435/2000 Coll. as amended by the Act No 581/2003 Coll.

<sup>12)</sup> Regulation A-VIII/2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW, 1978) as amended by later regulations (Communication No 165/2001 Coll.).

**Annex No 2  
to the Government regulation No 581/2006 Coll.**

**SPECIFIC SURVEYS**

1. The specific surveys shall ensure that statutory requirements, in particular those for construction, subdivision and stability, machinery and electrical installations, loading, stability, fire protection, maximum number of passengers, life saving appliances and the carriage of dangerous goods, radio-communications and navigation are fulfilled and at least include:

- a) the starting of the emergency generator,
- b) an inspection of emergency lighting,
- c) an inspection of the emergency source of power for radio-installations,
- d) a test of the public address system,
- e) a fire drill, including a demonstration of the ability to use firemen's outfits,
- f) the operation of the emergency fire-pump with two firehoses connected to the fire main line in operation,
- g) the testing of the remote emergency stop controls for fuel supply to boilers, main and auxiliary engines, and for switches of ventilation fans,
- h) the testing of remote and local controls for the closing of fire dampers,
- i) the testing of fire detection and alarm systems,
- j) the testing of proper closing of fire doors,
- k) the operation of bilge pumps,
- l) the closing of watertight bulkhead doors; both from the local and remote control positions,
- m) a demonstration that shows that authorised crew members are acquainted with the damage control plan,
- n) the lowering of at least one rescue boat and one lifeboat to the water, starting and testing their propulsion and steering system, and recovering them from the water into their stowed position on board,
- o) the checking that all lifeboats and rescue boats correspond to the prescribed equipment,
- p) the testing of the ship's or craft's steering gear and auxiliary steering gear.

2. Specific surveys shall include the verification of the planned maintenance system on board.

3. Specific surveys shall be aimed at the finding, whether the crew members are familiarized of activities at the safety procedures, emergency procedures, maintenance, working practices, passenger safety, bridge procedures and cargo and vehicle-related operations and whether such activities are executed in accordance with established procedures. Crew member's ability to understand and, where appropriate, give orders and instructions and report back in the common working language, as recorded in the ship's logbook shall be checked too.

Through the specific survey the documented evidence that crew members have successfully followed a special training shall be checked, in particular with regard to:

- a) crowd-management training,
- b) procedures familiarisation training,
- c) safety training for crew members providing direct safety assistance to passengers in passenger spaces, and in particular to elderly and disabled persons in an emergency situations,
- d) crisis management and human behaviour training.

4. The specific survey shall include an assessment as to whether rostering patterns are causing unreasonable fatigue particularly for watch-keeping crew members.

5. Certificates of competence of the crew members issued by non-Members States shall only be recognised when they comply with the international agreement.<sup>13)</sup>

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<sup>13)</sup> Regulation I/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW, 1978) as amended by later regulations.

**Annex No 3**  
**to the Government regulation No 581/2006 Coll.**

**LIST OF TRANSPOSED AND IMPLEMENTED LEGAL ACTS OF THE EUROPEAN COMMUNITIES**

1. Council Regulation (EC) No 3051/95 of 8 December 1995 on the safety management of roll-on/roll-off passenger ferries (ro-ro ferries) (Special edition OJ EU, 7/Vol. 2.) as amended by Commission Regulation (EC) No 179/98 of 23 January 1998 (Special edition OJ EU, 7/Vol. 3.), Commission Regulation (EC) No 1970/2002 of 4 November 2002 (Special edition OJ EU, 7/ Vol. 7.) and Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 (Special edition OJ EU, 7/Vol. 7.).
2. Council Directive 1999/35/EC of 29 April 1999 on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services (Special edition OJ EU, 7/ Vol. 4.) as amended by Directive 2002/84/EC of the European Parliament and of the Council of 5 November 2002 (Special edition OJ EU, 7/Vol. 7.).