

Erika III

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Policy level	European	
Type of instrument	Communication	
Geographical reach	EU Member States	
(Legal) coverage in the BNS	Internal waters, territorial sea, exclusive economic zone	
European contact point	Directorate-General for Mobility and Transport (DG MOVE)	
Competent authorities in Belgium	Federal authorities; FPS Mobility and Transport; DG Shipping	

// abstract:

The accident with the oil tanker 'Prestige' in November 2002 led to a strong commitment of EU institutions to continue and intensify the policy already introduced (*Erika I* p.63; *Erika II* p.64). This is done through the Erika III package (COM (2005) 585), approved by the Commission in 2005. This third package of legislative measures is designed to improve maritime safety in the European waters.

Measures to strengthen the maritime safety and the competitive position of the maritime sector, on an international as well as on a European level, include:

- Creating a "European maritime safety area", including the banning of substandard vessels and the introduction of a system of liability covering the entire maritime transport chain and the public authorities responsible for safety at sea;
- Establishing an operational framework making it possible to intervene more effectively in the event of accidents and limit their potential consequences, in particular in view of a better use of places of refuge;
- Improving the cover for accidental damage, through strengthened requirements concerning compulsory insurance and compensation;
- Stepping up cooperation and affirming the principle of independent maritime accident investigations;
- Reinforcing ship inspections through rigorous application of port state control and greater monitoring of the activities of classification societies.