

# Erika I

<b>Official reference</b>	COM (2000) 142: Communication from the Commission to the European Parliament and the Council on the safety of the seaborne oil trade	
<b>Relevant dates</b>	Document	21/03/2000
	End of validity	18/02/2002
<b>Policy level</b>	European	
<b>Type of instrument</b>	Communication	
<b>Geographical reach</b>	EU Member States	
<b>(Legal) coverage in the BNS</b>	Internal waters, territorial sea, exclusive economic zone	
<b>European contact point</b>	Directorate-General for Mobility and Transport (DG MOVE)	
<b>Competent authorities in Belgium</b>	Federal authorities; FPS Mobility and Transport; DG Shipping	

## // abstract:

The sinking of the oil tanker 'Erika' off the French coast in December 1999 spurred new developments in the establishment of a European maritime safety policy. On the 21<sup>st</sup> of March 2000, the Commission approved COM (2000) 142 proposing concrete measures to prevent such accidents happening again. The Erika I package includes measures on port state control, classification societies and double-hull tankers. In the context of the Erika I package, the following directive and regulations were developed:

- Port state control directive: Directive 2001/106/EC amending Directive 95/21, the latter was substituted in 2009 by the [Directive 2009/16/EC](#) (p.88);
- Classification societies: Directive 2001/105/EC, amending Directive 94/57/EC, repealed by Directive 2009/15/EC;
- Double-hull tankers: Regulation (EC) No 417/2002, repealed by [Regulation \(EC\) No 530/2012](#) (p.97).