



COUNCIL
102nd session
Agenda item 18(d)

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EXTERNAL RELATIONS

(d) Relations with non-governmental organizations

Note by the Secretary-General

SUMMARY

<i>Executive summary:</i>	This document transmits four new applications for consultative status
<i>Strategic direction:</i>	1.2
<i>High-level action:</i>	1.2.1
<i>Planned output:</i>	1.2.1.2
<i>Action to be taken:</i>	Paragraph 3
<i>Related document:</i>	C 102/18(d)

NEW APPLICATIONS FOR CONSULTATIVE STATUS

- 1 This document contains four additional applications for consultative status from:
 - the International Dangerous Goods and Containers Association (IDGCA);
 - the Nautical Institute (NI);
 - the Certification Association “Russian Register”; and
 - the Superyacht Builders Association (SYBAss).
- 2 Documentation and information provided by each of these organizations in support of their applications are reproduced at annexes 1, 2, 3 and 4, respectively.

Action requested of the Council

- 3 The Council is invited to decide on the four new applications for consultative status from IDGCA, NI, the Certification Association “Russian Register” and SYBAss.

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.



ANNEX 1¹

**INTERNATIONAL MARITIME ORGANIZATION (IMO)
QUESTIONNAIRE**

1 Name of the organization:

Non-Profit-Making Partnership “International Dangerous Goods & Containers Association” (NPMP “IDGCA”) hereinafter referred to as IDGCA

2 Address of Headquarters:

Office 433,
35A, Marshal Govorov Str.,
198095, St. Petersburg,
Russia
Tel/fax: +7 (812) 740-20-19,
E-mail: info@idgca.org
Website: www.idgca.org
www.idgca.ru

3 Addresses of all branches or regional headquarters:

Representative office in Moscow:

2, Krasnopresnenskaya nab., off.1450
Moscow, Russia 109074
Tel:: +7 (495) 967-02-92
Fax: +7 (495) 967-02-93
E-mail: i.mayorov@tisegroup.ru

Representative office in Ukraine:

15, Bolshaya Arnautskaya str.,
Odessa,
Ukraine, 65012
E-mail: www.plaske.ua

Representative office in Germany:

2, Triftstrasse,
Bremenhafen, 27580 Germany
Tel: +49 471 9418918-0
Fax: +49 471 9418918-3
E-mail: scs@scs-shipping.com
www.scs-shipping.com

¹ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

Representative Office in Czech Republic:

Frantiska Zaloudka 419/5

503 11 Hradec Kralove

Tel/Fax: +420 495 523 710

Mobile: +420 602 664 675

E-mail: markarjanc@seznam.cz

4 Names of addresses of representatives in the United Kingdom:

None

5 Aims and purposes of the Organization (as forth in its constitution):

- Integrating efforts of representatives of business, international organizations and administrations with the purpose of safety improving, quality and economic effect during the transportation and handling of dangerous goods and containers.
- Interaction with international organizations on regulatory questions in the field of transportations of dangerous goods and containers by various modes of transport.
- Providing organizations with updated information about requirements and recommendations of the authoritative international institutes concerning transportation and handling of dangerous cargoes.
- Interaction with administrations and organizations with the purpose of development and improvement of national and international requirements and rules concerning the transportation, produce and handling of dangerous goods and containers.
- Analysis of draft laws, international and national regulations, conventions, agreements with the purpose of estimation its influence on business and safety.
- Assistance in creation of the consulting logistical center dealing with the legal and technological regulation of the multimodal transportation of dangerous cargoes and containers, including multimodal transportation.
- Assistance in development of new technologies of transportation and handling of dangerous cargoes with the involvement of Russian and foreign experts.
- Assistance in harmonization of the national requirements with the international ones concerning transportation of dangerous cargoes.
- Protection of legal rights of members of the Association.
- Assistance in development of the container business on the base of safety and quality.

Objects of the IDGCA activity:

- Representation of its members' interests in state and public organizations, in any organizations of all patterns of ownership, including the international associations and the organizations, engaged in development of legislation in the field of transportations of dangerous cargoes, container manufacture and the reference.
- Development of scientific, industrial and economic communications between manufacturers and consumers of production and services in the field of manufacturing and operation of the transport equipment and containers, including tank-containers.
- Unite on a voluntary basis the efforts of industrial, scientific, designing, financial, commercial, leasing, insurance enterprises, institutions and organizations irrespective of the patterns of ownership engaged or interested in development, manufacturing and operation of the transport equipment and containers, including tanks-containers.
- Training and certification of shore-based personnel engaged in the transport, handling and storage of dangerous goods.
- Training and certification of experts for estimation of safety of the transportation of dangerous goods.
- Training and certification of safety advisers and updating list of safety advisers.
- Development and support of databanks and providing the information regarding designers, manufacturers of the transport equipment and containers, including tanks-containers, repair enterprises, transportation, leasing, insurance, survey and stevedore companies.
- Organization of seminars and conferences on the matters of transportation of dangerous cargoes, including multimodal transportations, with participation of experts and representative of international organizations and administrations.
- Consulting for enterprises and organizations engaged in designing, manufacture, operation, repair, survey, stevedore, leasing and insurance of the transport equipment and containers.

6 History:

The International Dangerous Goods & Containers Association was founded on the 16th of August in 2001 in Saint-Petersburg. IDGCA was established by a number of organizations interested in creation of ongoing structure providing interaction between Administrations, international organizations and business.

The Association participates in development of the international and national standards, requirements and programs of safety and quality with the purpose of maintenance of complex safety of the multimodal transportation of dangerous cargoes and containers under the scheme «door-to-door».

In 2002 the Association created the Expert council consisting of more than 20 leading experts representing all directions of the IDGCA's activity for free consulting services to the companies-members of the IDGCA. The Expert council of the IDGCA works on the program of development of containers transportation including creation of system of dangerous goods transportation permanent control, implementation a system of safety and quality, elaboration of staff training programs in the organisation for the safe dangerous goods transportation, dangerous goods security, design and production of containers and tank-containers.

IDGCA specialists have developed the Safety and Quality certification System for production and services (SQS). This system is created for the organization and carrying out voluntary complex production and service certification with the estimation of the already existing or certification of the prepared labour protection management system, quality and environment protection management system at the enterprisers according to the requirements and aims, determined by the international standards, that can be used in any organization independently from its form of legal entity's incorporation, size, type of activity and production or services supplied. The system is registered in the Federal Agency for technical regulation and metrology of the Russian Federation.

The IDGCA is an independent legal body. In 2003 Association established the International Staff Training Centre (ISTC) where specialists are trained with applying unique training programs. The centre holds training on five basic courses:

1. **Safety advisers for the transport of dangerous goods.** The course program is based on the UN Recommendations on the transport of dangerous goods, RID/ADR/AND, Directive of the European Union 96/35/EC of 3/06/96, IMDG Code using IMO Model Course.
2. **Ship and Port Facility security officers.** Training is carried out according to the Chapter XI-2, SOLAS-74 and ISPS-Code requirements. The program is approved by the Ministry of Transport of the Russian Federation and adapted to the IMO Model Courses and US Coast Guard courses.
3. **Offshore oil and gas experts.** The program is approved by the Government of the Russian Federation. Training is carried out in accordance with the ISO standards, IMO documents, ISPS Code requirements and international normative documents in the field of designing and operation of sea oil and gas constructions.
4. **Container transportations and operation experts.** Training is carried out in accordance with ISPS Code, Code of practice on security in ports, US Container Security Initiative requirements.
5. **Experts in the field of stowage and handling of dangerous cargoes at sea ports.** The program is approved by the Federal Transport Oversight Authority. Training is carried out in accordance with the Code of practice on security in ports.

The International Staff Training Centre has trained experts for Russia, Ukraine, Latvia, Lithuania, Estonia, Kazakhstan and Byelorussia.

In June 2004, ISTC representative took part in the European Forum, which was held in France and was dedicated to exchange of experience in the field of training and examination of dangerous goods safety advisers. The confirmation has been obtained that dangerous goods advisers' certificates issued by ISTC were recognized in European countries.

In July 2004 the Association was granted a consultative status at the UNECE Sub-Committee of Experts on the Transport of Dangerous Goods. Twice a year the IDGCA's experts take part in work of the Sub-Committee and submit proposals for the consideration.

The IDGCA has managed to lead a number of the large actions promoting IMO objectives:

- January, 2002, Palace of Nations, Geneva – **Vth International seminar «Multimodal transportations of dangerous goods»** with participation of representatives international organizations – UNCTAD, UNECE, IMO, ISO, IICL;
- July, 2002, St.-Petersburg – **1st International seminar «Containers and cargoes»;**
- April, 2003, St.-Petersburg – **International seminar «International standards of safety and quality – a way to the European community market»;**
- July, 2003, Saint-Petersburg – **2nd International seminar «Containers and cargoes»;**
- January, 2004, St.-Petersburg – **1st conference of the CIS countries container owners;**
- June, 2004, Saint-Petersburg, – **3^d International Conference «Containers and cargoes»;**
- October, 2004, Moscow – **VIth International Conference «Multimodal transportation of dangerous goods. New unified international system of dangerous goods classification and labeling»;**
- December, 2004, St.-Petersburg – **International educating seminar (UNCTAD-IDGCA) «Safety and legal regulation of combined, multimodal and transit transportations»;**
- March, 2005, St.-Petersburg – **2nd Russian and the CIS countries Container owners Conference;**
- April, 2005, St.-Petersburg – **International seminar «Implementation of the Globally Harmonized System of Classification and labeling of chemicals on territory of the Russian Federation»** (jointly with the Baltic Environmental Forum, in cooperation with «the Center of Trans-border cooperation – St.-Petersburg»);
- June, 2005, St.-Petersburg – **3^d International specialized exhibition «CONTEXPO-2005» and 4th International conference «Containers and cargoes»;**

- October, 2006, Saint-Petersburg – **VIIth International conference “Multimodal transportation of dangerous goods”**;
- October, 2007, Saint-Petersburg – **VIIIth International conference “Multimodal transportation of dangerous goods”**;
- June, 2008, Saint-Petersburg – **IXth International conference “Multimodal transportation of dangerous goods”**.

Most of events were assisted with the representatives of such international organizations as UN ECE, IMO, UNCTAD, UNIDO, ISO.

Activity and ways of development of the Association are being regularly discussed at the meetings of its members.

7 Recent and planned activities:

- May, 7-10, 2007 – ISO/TC 104 Plenary & SC Busan Meeting;
- September, 17-21, 2007 – 12th session sub-committee on dangerous goods, solid cargoes and containers (DSC-12) the IDGCA took part as an adviser of the Russian Federation delegation;
- September, 22-26, 2008 – 13th session sub-committee on dangerous goods, solid cargoes and containers (DSC-13) the IDGCA took part as an adviser of the Russian Federation delegation;
- June, 10-12, 2009 – Annual working group of the Energetic and Oxidizing Substances (EOS);
- June, 15-16, 2009 – X International conference “Multimodal Transportation of Dangerous Goods”, Subject: “Technical Regulation is the basis of safety and cost efficiency of freight transportation”;
- September, 21-25, 2009 – 14th session sub-committee on dangerous goods, solid cargoes and containers (DSC-14).

8 Descriptive statement of the extent to which the purpose of the organization relate to those of IMO, including in particular what contribution you Organization can make to the technical co-operation programme of the IMO

The IDGCA promotes information about the IMO activity among organizations, administrations and companies of the CIS countries on Russian language by:

- issue of the bilingual magazine “Dangerous Goods and Containers”;
- organization of seminars and conferences with participation of the IMO representatives;

- training personnel in accordance with the IMO Model Courses;
- placing information about the IMO activity on the IDGCA web-site;
- consulting without charge members of the IDGCA about decisions and documents of the IMO.

The expert council of the IDGCA has highly skilled specialist who are capable to elaborate proposals and to work on the improvement of the IMO documents.

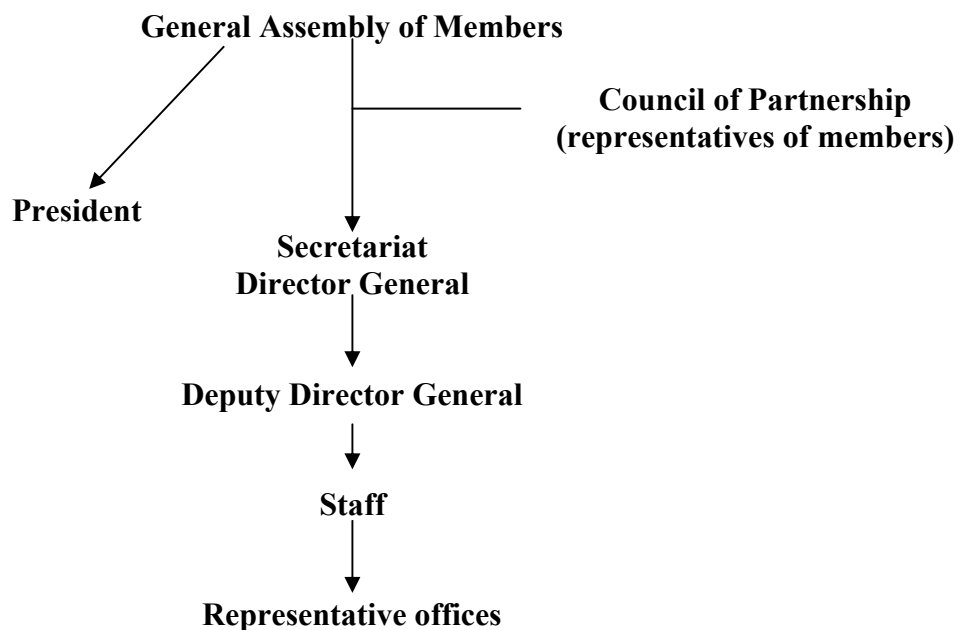
The IDGCA, according to its status, is an independent organization, has its own opinion and prepare proposals independently from administrations.

The IDGCA promotes fast implementation of the IMO decisions into the national regulations and normative documentation.

9 Structure:

The regulatory bodies of the IDGCA are General Assembly of Members and Council of Partnership.

General Assembly of Members is the main regulatory body of the IDGCA. General Assembly of Members holds a meeting no less than once a year and elects President and Director General. Director General is elected for three years and acting on behalf of the IDGCA. Council of Partnership is the continuing collegial body of management. Council is formed of the representatives of the IDGCA members for three years.



10 Membership:

1. **Scientific and production corporation URALVAGONZAVOD” F. Dzerzhinskiy, JSC**
28, Vostochnoye Shosse,
Sverdlovskaya Oblast,
Nizhniy Taguil, 622051,
Russia
Tel/Fax: +7 3435 231-774
E-mail: web@uvz.ru and www.uvz.ru

Representative in St. Petersburg – Mr. Bondarenko P.N.
Tel: +7 812 730-4194

2. **“Lukoil-Kaliningradmorneft”**
23, Kievskaya str., Kaliningrad 236039, Russia
Tel: +7 0112 35-0830
Fax: +7 0112 68-1999
E-mail: alex@kmng.koenig.su and www.lukoil-kmn.com

3. **Public Corporation “Russian Union of Manufacturers and Employers”**
10/4, Staraya Ploschad’,
Moscow 103070,
Russia
Tel: +7 095206-7016
Fax:+ +7 095206-1128

Representative in St. Petersburg – Mr. Yavin Yu. V.
Tel: +7 812748-4234
E-mail: www.rspp.biz

4. **“Transport Industrial Service” Ltd.**
Off. 436,
35A, Marshala Govorova Str.,
Saint-Petersburg ,198095,
Russia
Tel/fax: +7 812 740-20-21
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5. **Unitary Enterprise “Atomspectrans”**
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6. **Klaipeda Stevedoring Company (Klasco),**
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Fax: +370-46-399066
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7. **“Plaske” JSC,**
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8. **“National Bureau of Expertise” Ltd,**
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E-mail: burexp@sp.ru and www.burexp.ru

9. **“Nevskoye Reinsurance Society”, Ltd,**
121, Naberezhnaya reki Fontanki,
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10. **“Marine Cargo Bureau” JSC,**
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E-mail: www.mcb.spb.ru and Mcb-public@mcb.spb.ru

11. **SCS Shipping Consulting & Service GmbH**
P.O. Box 120429,
27518 Bremerhaven,
Barkhaussenstr.60,
27568 Bremerhaven,
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Tel: +49 471 9418918-0
Fax: +49 471 9418918-3
E-mail: scs@scs-shipping.com and www.scs-shipping.com

12. **“Kaztransservice” JSC**,
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Astana 473000,
Kazakhstan
Tel: +7 3172 58-0312
+7 3172 34-5442
Fax: +7 3172 58-0311
+7 3172 37-2464
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13. **“TransContainer” JSC**,
6/2, Kalanchevskaya str.,
Moscow 107174,
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Tel: +7 095262-8506
Fax: +7 095262-7578
E-mail: trcont@trcont.ru and www.trcont.ru

14. **“Central Maritime Scientific Research Institute”(CNIIMF)**,
6, Kavalergardskaya,
St. Petersburg 191015,
Russia
E-mail: www.cniimf.ru and cniimf@cniimf.ru

15. **Nonprofit Organization “Chrysotile Association”**
7, Promyshlennaya str.,
Asbest,
Sverdlovsk reg.,624266,
Russia
E-mail: www.chrysotile.ru and nii@uraltc.ru

16. **Sandvik Mining and Construction Finland Corp.**
SE-811 81 Sandviken
Sweden
Tel: +46 (0)26 260000
Sandvik AB

17. **Scientific and production corporation “Tensor” JSC**
2, Priborostroiteley str.,
Dubna,
Moscow reg., 141980,
Russia

18. **“F-Polis” JSC**
33/2, Baumanskaya str.,
Moscow, 105005,
Russia

19. **Firestar Trading co., L.L.C**
P.O.Bx 35673,
AL RAMOOL ST 215/15
RASHIDIYA,
DUBAI,
U.A.E
Tel : 04 2857197
Fax: 04 2857208
E-mail: firestar@emirates.net.ae / firestardxb@firestarco.com

11 **Officers:**

President – Mr. Moshkov G.Y. – (Russian Federation)
Director General – Mr. Ognev M.I. – (Russian Federation)
Deputy Director General – Mr. Tsikhiseli V.G. – (Russian Federation)
Secretary – Ms. Popova E.N. – (Russian Federation)
Director of representative office in Moscow – Mr. Mayorov I.A. – (Russian Federation)
Director of representative office in Ukraine – Mr. Khachatryan A.R. – (Ukraine)
Director of representative office in Czech Republic – Mr. Markarjanc B. – (Czech Republic)
Director of representative office in Germany – Mr. Kraitor Y. – (Germany)

12 **Relations with other non-governmental organizations:**

The IDGCA co-operates with the International MultiModal Transport Association (IMMTA) by exchanging of scientific information upon the matters of multimodal transportations.

The IDGCA cooperates with the BEF (Baltic Environmental Forum, Latvia) and with the “Center of Trans-border cooperation – Saint-Petersburg” concerning the implementation of the Globally Harmonized System of Classification and labeling of chemicals on territory of the Russian Federation.

In July 2004, the IDGCA was granted a consultative status at the UNECE Committee of Experts on the Transport of Dangerous Goods. Since then representatives of the IDGCA has taken part in work of the following sessions of the Sub – Committee:

- January, 2005 – the 9th session of Experts Joint meeting on the Regulations attached to the European Provisions concerning the international Carriage of Dangerous Goods by Inland Waterways (ADN Regulations).
- July, 04 – 08, 2005 – the 27th session of the Sub-Committee of experts on the transport of dangerous goods.
- July, 03-12, 2006 – the 29th session of the Sub-Committee of experts on the transport of dangerous goods. The IDGCA has submitted *Proposals of amendments to the Manual of Test and Criteria. Test Methods for the determination of the self – accelerating decomposition temperature (SADT).*

- July, 02-06, 2006 – the 31st session of the Sub-Committee of experts on the transport of dangerous goods. The IDGCA has submitted *Proposals of amendments to the model regulations on the transport of dangerous goods. Possible use of big bags with a capacity of 10m³ for the transport of dangerous goods.*
- December, 03-07, 2007 – the 32nd session of the Sub-Committee of experts on the transport of dangerous goods. The IDGCA has submitted proposals “*Fire protection of cargo in container transportation*”.

The IDGCA does not have relations with non-governmental organizations having consultative status with IMO.

13 Relations with intergovernmental organizations:

The representatives of the IDGCA participate in work of the ISO Technical Committees on containers TC 104 and on cryogenic vessels TC 220 and cooperate with the UNCTAD regarding the questions of the transportations of dangerous cargoes and containers by various modes of transport.

14 Finance:

The Association is a non-profit organization and is financed by annual membership fees of its members.

15 Publications:

The Association issues specialized international magazine “Dangerous Goods and Containers”. The magazine was obtained ISSN register (ISSN 2071-5978). “Dangerous Goods and Containers” magazine is devoted to safety, quality and economic efficiency of dangerous goods and containers transportation generally multimodal transportation. The activity of the magazine is aimed at the provision of safety during multimodal transportation of dangerous goods and containers. The first issue of the magazine was published in 2001. Since then the magazine has covered a wide range of topics intimately associated with the work of the IDGCA.

Topics of the magazine cover:

- Activity of the international organizations in the field of legal regulation of dangerous goods and containers transportations by all modes of transport, in fact in each issue extensively reported about the IMO activity in the field of dangerous goods transportation;
- Information about enterprises, engaged in manufacturing, repairing and leasing of containers;

- Information about latest developments related with transportation, stowage and handling of dangerous goods, as well as concerning improvement of safety and security of containers;
- Aspects of environmental pollution and its solution;
- A special attention is paid to the transportation of dangerous goods and containers by sea;
- With the permission of the IMO Secretary General, the IMO officers give their interview and materials for publishing in the magazine.

16 Documentation:

In 2004 IDGCA registered the system of voluntary complex certification of safety and quality check systems.

17 Other remarks which the Organization wishes to make:

None

ANNEX 2²

INTERNATIONAL MARITIME ORGANIZATION (IMO)
QUESTIONNAIRE

1. Name of Organization:

The Nautical Institute

2. Address of Headquarters:

202 Lambeth Road
London, SE1 7LQ
United Kingdom

Telephone: +44 (0)20 7928 1351

Fax: +44 (0)20 7401 2817

E-mail: sec@nautinst.org

Websites: www.nautinst.org www.he-alert.org

3. Addresses of all branches or regional headquarters:

The Nautical Institute (NI) has an extensive international branch network Contact is maintained through the Branch Honorary Secretaries see Annex I (attached) for details.

4. Name and Address of United Kingdom Contact (include address, tel., fax, email):

Mr Philip Wake, MSc RD* FNI
Chief Executive
The Nautical Institute
202 Lambeth Road
London, SE1 7LQ
United Kingdom

Telephone: +44 (0)20 7928 1351

Fax: +44 (0)20 7401 2817

E-mail: cpw@nautinst.org

Website: www.nautinst.org

² **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

5. Aims and Objectives of the Organization:

The Aims and Objectives of The Nautical Institute are set out in its Constitution and By-Laws. The key clauses governing all our activities, as set out in the Constitution, are:

1. The Nautical Institute is an independent, international body promoting the standing of the maritime profession afloat and ashore.
2. The objectives of “The Nautical Institute” are to promote and co-ordinate in the public interest the development of nautical studies in all its branches so as to:
 - (i) Encourage and promote a high standard of qualification, competence and knowledge among those in control of seagoing craft including non-displacement craft.
 - (ii) Facilitate the exchange and publication of information and ideas on nautical science, and to encourage and publish appropriate research.
 - (iii) Establish and maintain appropriate educational and professional standards of membership.
 - (iv) Liaise with and influence Government Departments and other bodies concerned with statutory and other qualifications, and with universities and other educational institutes and authorities in the furtherance of education and training in nautical science and practice.
 - (v) Encourage the formation of Branches worldwide.
3. The Institute seeks to represent the professional views of its members to and within the international, national and local bodies considering the safety and efficiency of shipping operations.

These constitutional objectives can be summed up by the overall aim “to promote high standards of knowledge, competence, and qualifications amongst those in control of seagoing craft”.

The Nautical Institute is a not-for-profit international membership organization for qualified seafarers and others with an interest in the promotion and development of nautical science. A copy of the Constitution and By-Laws booklet is provided in the Information Pack accompanying this application.

6. History:

Formation

The need for an Institute for qualified navigating officers was originally conceived by a group of visionary mariners during the period 1967 to 1969 as the fleets of the then major maritime nations rapidly declined. The foundations were laid between 1969 and 1971 with the drawing up of a Constitution which has only needed minor updating over the years despite the huge changes within the industry. There were over 1,500 supporters of the concept by 1971 and these became Founder members when the Institute was formally constituted in 1972. Since then the Institute's membership has grown steadily to 6,293 as at the end of 2008 and one of its strengths is that membership is open to both merchant and naval officers so that their seafaring experiences are shared.

Whilst the origins of the Institute were in the UK, membership has always been open internationally and from the mid-1980s there has been a strong growth in the membership and branch network worldwide. The first overseas branch was formed in the United Arab Emirates in 1982 and was quickly followed by Hong Kong, China and New Zealand so that there are now over 40 branches in total with new areas under development (see Annex 1 for details) as there are members in some 110 countries.

The founding of The Nautical Institute and the history of its work and achievements during the first 30 years of its existence are covered comprehensively in a book 'A Nautical Odyssey – A history of The Nautical Institute 1972 – 2002' published by the Institute in 2003. We will be pleased to provide copies of this book to the IMO Group for information when reviewing this application.

Past Work and Achievements

Over the years, the Institute has carried out in depth work to address and provide solutions to many safety related problems within the industry and has worked closely with many organizations, including the IMO Secretariat, to ensure that proposed improvements are widely accepted. This capacity for co-operative work has been a central principle of the Institute from the beginning, has overcome initial questions of other organizations about the purpose of the Institute, and recognises the fact that the Institute alone cannot implement change across the whole industry. The Institute has always operated on a 5 Year Plan basis, each of which is developed after consultation with the whole membership. In this way, the work programmes set out in the Plan are derived from the input of those at the forefront of industry operations at sea and ashore.

This work is too extensive to set out in detail but here are some examples of:

Regulatory: the Institute has sought to contribute the views of practicing mariners to the development of regulations over the years and has been pleased to provide members with relevant expertise at the request of flag state delegations. Of particular note are contributions to UNCLOS meetings in the early years of the Institute and more recently the STCW reviews of 1995 and 2008 (on-going). We also published a concise Briefing on UNCLOS and our Journal, SEAWAYS, is used to raise and debate issues in the regulatory review process.

Ship and Manning Standards: seaworthiness and sub-standard shipping operations have been a major concern of our members over the years. Substantive work was carried out in the 1980s and 1990s on a range of issues covering ship construction and maintenance, standard operating procedures, and one man bridge operation (OMBO). The Institute co-operated with the Royal Institution of Naval Architects to produce a book on ‘Improving Ship Operational Design’ which is still an industry standard.

Specialised Ship Operations: a particular strength of the Institute is the expertise within the membership covering the many sectors of shipping. This has been utilised to publish best practice in many fields but the most widely known are probably ‘Bridge Team Management’, ‘Tug Use in Port’ and ‘Bulkcarrier Practice’ which remain industry standard books. The latter was the result of a major project looking into the loss of many bulkcarriers in the 1990 – 1993 period. It included first hand accounts of members serving in bulkcarriers, some of whom had had to contend with structural failures in their ships. This work was also put directly at the disposal of the IMO.

Safety Management: in 1992 the confidential Marine Accident Reporting Scheme (MARS) was launched to provide mariners with a ‘no blame’ method of reporting accidents and hazardous incidents so that other mariners, managers, and regulators may learn lessons from them. These reports are available free in a searchable database via our website (www.nautinst.org/mars) and are published each month as a 4 page centre section in SEAWAYS. They are used extensively in safety meetings in many fleets and by lecturers in nautical colleges worldwide. To date, MARS remains the only truly international, fully independent, confidential reporting scheme for hazardous incidents and it is being increasingly utilised by companies to share their Safety Management System (SMS) reports on a ‘No Name / No Blame’ basis with the rest of the industry.

Seminar series: over the years the Institute has made extensive use of seminars and workshops to explore issues facing the profession and develop solutions to recommend to the appropriate authorities. Many of these have been initiated by one or more of the Institute’s branches (see below) with the help of Headquarters and some have developed into regular series. Two are particularly worthy of mention: the North East England Branch ‘Mariner & the Maritime Law’ series, begun in 1990, has been held 15 times so far and has considered a wide range of subjects whilst usefully bringing the legal profession together with nautical professionals; the Command Seminar series, organised by Headquarters with other professional bodies (IFSMA; the Honourable Company of Master Mariners; Trinity House, London; and, last year, the Institute of Marine Engineering, Science & Technology), started in 1982 and has been held every 2 or 3 years since then (see Annex II for a full list of the subject matter of these series).

Dynamic Positioning Training: at the beginning of the 1980s accidents in the offshore sector, particularly in support of diving operations, were rising to worrying levels. Even before government departments in Norway and the UK began researching the problems, the Institute’s North of Scotland Branch arranged a seminar to consider what needed to be done as the industry itself was increasingly concerned. This led to the formation of a Working Group to draw up standards for Dynamic Positioning Operators (DPO) covering training and competency. The Working Group included senior staff and masters from offshore companies, and representatives of government departments, trade associations, and training providers. Qualification and training standards were drawn up and recommended to the Norwegian and UK governments, whom, it was assumed, would progress them through the IMO to be included within the STCW Convention. For a

variety of reasons that did not happen, so the Institute validated training providers against its voluntary Standards which were subsequently approved by the UK's Department of Energy in 1986 and Department of Transport in 1987, and the Norwegian government in 1989. With the support of trade associations, including the International Marine Contractors' Association (IMCA), the Institute's DPO Certificate became the industry required standard and IMCA submitted the scheme to the IMO where it was issued as DP Guidelines under MSC/Circ. No.645 (of 1994) and No.738 (of 1996) as the international standard for the industry. The standard is kept up-to-date through industry consultation formalised by the Institute run DP Training Executive Group (DPTEG) and the Institute has now accredited 53 training providers worldwide. These training centres are grouped into 3 Regional Training Provider (RTP) areas in the Americas, Europe and Middle East, and the Far East. The RTPs meet with industry associations in the DPTEG to develop and co-ordinate training standards. Over 12,000 DP Operator Certificates have been issued since the scheme was initiated.

Oil Spill Response (OSR) Training: a Branch seminar on oil spill response in NW England and a workshop programme in the USA and Indian Sub-continent in 1994 led to recommendations which were taken up by the UK's Coastguard Agency (now the Maritime & Coastguard Agency) which commissioned the Institute to accredit Oil Spill Response training providers upon its behalf. This has since been extended to Offshore Oil Spill Response to provide OSR accreditation at all levels (IMO 1 - 3) as required by the OPRC convention. The service has now been exported to Turkey and Brazil and has assisted these governments in their obligations under the OPRC. It has been recognised by the IMO Marine Environment Division (MED) as meeting the standards required by the OPRC. The Institute has worked with and been commissioned by the UK government departments to keep their standards up-to-date. It has also co-operated with the IMO concerning the Model Courses.

7. Recent and Planned Activities:

Recent Activities

In the first five years of the 21st century, the Institute concentrated much of its effort in two directions. Firstly, assisting the mariner with the rapid pace of change in the technology available for use at sea; and secondly, addressing human element issues.

Its conferences on the use of Computer Based Training (CBT) and Integrated Bridge Systems (IBS) & Integrated Navigation Systems (INS) led to clear cut guidance being recommended. These concluding papers were adopted by the International Federation of Ship Masters' Associations (IFSMA) and with the support of flag States submitted to the IMO where the IBS/INS paper became MSC Resolution 1091 'Implementing new technology on board'.

In 2003 the Human Element Project was launched with generous support from Lloyd's Register and subsequently the Lloyd's Register Educational Trust. This project seeks to raise the awareness of the importance of the human in operating systems and in fact to put the end user back at the centre of the design process for technology and systems. In this regard, it is identical in its aims with the IMO's E-Navigation strategy. The project's publication, Alert!, has a print run of 50,000 three times per year and is widely distributed free of charge to the decision makers of the industry via fellow professional bodies, direct mail, email, conferences and the website (www.he-alert.org).

The current Strategic Plan for 2006 to 2010 addresses three key areas of work:

- Promoting professional development
- Supporting effective management practices
- Developing the Institute's international membership

These underpin the objectives of becoming an ever more effective voice for the professional mariner and of helping to ensure safer and more efficient shipping services. See Information Pack for a copy of the Plan.

Professional Development

The Institute offers accreditation services to world wide training providers in Dynamic Positioning, Oil Spill Response, Computer Based Training, Management and Leadership, Mooring Operatives and LNG training. It also runs a comprehensive certification scheme for square rig sailing, one of the few such schemes in the world. The Command Diploma Partnership Scheme is designed to prepare officers aspiring to command for that important step in their career. A number of ship management companies make use of this scheme within their training system.

The Institute is introducing a Continuing Professional Development (CPD) web portal to assist maritime professionals in developing their careers through life long learning. This aligns with the recently launched "Go to Sea" campaign. The CPD portal will be launched at a conference in the IMO building on 26th March 2009 and will also provide advice on career development within a structure maritime career.

Effective Management Practices

This body of work has sought to address long standing issues in the industry with other organizations and generate an awareness of the need for change. Subject areas include manning levels, stress and fatigue, leadership and management, and codes of practice. Within this work we have also sought to advise mariners on how to manage their work more effectively and so avoid the pitfalls of some of these issues. The work has included seminars, conference contributions, publications and other ways of influencing opinion formers. A good example is the NI supported research carried out by Dr Phil Anderson, D.Prof., FNI (a past President of the NI) into the effectiveness of the ISM Code in improving safety. His book 'Cracking the Code', published by the NI, provides excellent advice on best practice in implementing an effective Safety Management System and he has contributed to human element discussions at the IMO. Full use has been made of articles in SEAWAYS and the Alert! Bulletin to inform and challenge.

Developing the membership

The lifeblood of any professional body is its members and there is a constant need to recruit and retain. There is an on-going campaign to raise the awareness of the benefits of membership and the work of the Institute amongst mariners working at sea and ashore. Equally, it is important to ensure that members remain engaged in the work of the Institute and that their needs are fully reflected in the development of the Strategic Plan.

Planned Activities

The central principle of the Institute's Constitution and current Strategic Plan is that the Institute should represent the professional mariner's views in the decision making bodies of the world. There is no more important and influential body in this regard than the IMO so, subject to the success of this application for consultative status, a major contribution to the work of the IMO's committees and sub-committees is planned.

The next 5 Year Strategic Plan will be developed during the latter part of 2009 and 2010 in consultation with the whole membership and others within the industry. The starting point for this process is to design a comprehensive President's Questionnaire to research members' perceptions of future issues to address.

Other on-going work will include E-Navigation, developing the use of the CPD web portal, and providing members with improved services through a members' only area of our website. In particular, this area will provide the facility for improved discussion forums so that topical issues may be speedily and efficiently debated, and the conclusions transferred into representational work at IMO. As set out in paragraph 14. below, the Institute's publishing activities will continue and be further developed in both subject matter and use of media.

8. Structure:

The Nautical Institute is a registered charity (No. 1004265) and a company limited by guarantee (No. 2570030) within the UK. It is governed by an elected Council reflecting the international scope of the membership, three members of which are appointed as the statutory Company Directors. These are currently the President, Immediate Past President and Honorary Treasurer. It is the intention of Council that the Institute's contribution to the IMO, if elected, would be overseen by a new committee dedicated to this task, liaising closely with the other committees, and reporting to Council. A senior professional member of staff will be allocated to serve this committee in order that the NI can provide an experienced and competent lead delegate with the resources to deal with all aspects of IMO duties and work.

Council

The Nautical Institute maintains standards through its committee structure. Council is the international executive of the Institute and is composed of sixty elected voting members of whom at least half must be actively employed at sea plus the President, six Vice Presidents and Honorary Treasurer.

Council decides the strategic plan, delegates technical performance to the standing committees, monitors progress, agrees policy, issues an annual report and approves the Institute's financial audit. Council, through the Constitution and via the integrity of the members, sets the standards for the Institute. The current committees are:

Finance and General Purposes Committee

Keeps under review the Institute's income, expenditure and balances in accordance with management needs and audit requirements. The committee advises Council on all matters of financial policy, discharging the role of interim executive when needed. Also, the committee considers major plans and other items not covered by other committees.

Membership Committee

Reviews and advises Council on membership standards. Considers all applications for membership and elects new members in grades appropriate to their qualifications as specified in the Constitution. The committee is charged with examining cases where improper conduct is reported. The committee is also tasked with overseeing and encouraging Branch activities, and the formation of new branches worldwide.

Fellowship Committee

Reviews and advises Council on Fellowship standards. Considers all applications for Fellowship and proposes the nominations for election by Council. Also considers nominations for Honorary Fellowship and makes recommendations to Council for election. A list of those elected to Honorary Fellowship is attached as Annex III.

Technical and Training Committee

Considers and monitors the quality of Institute publications and seminars, the Institute's web site and projects. In addition, the committee considers and advises Council on all matters of a technical, professional nature and the associated training needs.

Professional Development Committee

Keeps under review and advises Council on the standards of the Institute's accreditation of specialised training and its own open learning study schemes. Additionally, the committee considers all relevant matters relating to education, professional and career development. The committee is charged with a responsibility to ensure that transactions, proceedings and recommendations take note of and can easily be received and understood by the international membership, particularly those serving at sea.

The Secretariat

All the above bodies are supported by the Secretariat, located at the Headquarters, which currently comprises 10 full time employees and 5 part time employees or project consultants under the leadership of the Chief Executive. At least one third are professional mariners who have held senior positions at sea and/or within the maritime industry previously. The Secretariat is tasked with implementing the Strategic Plan and day-to-day work of the Institute, assessing and responding to members' needs, and representing the Institute on industry bodies internationally. The staff undertakes research into industry issues and, with the input of members, proposes practical solutions.

9. Membership:

The Nautical Institute is an international membership organization, open to all those with a professional interest in maritime matters and nautical science, with appropriate grades of membership dependent on qualifications. As professionals, members abide by the Institute's **Code of Conduct**. Membership is awarded to individuals whose support, through subscription and voluntary activities, enables the Institute to achieve its aims and objectives. The right to be elected to Council and to vote in the affairs of the Institute is restricted to those officers with nautical qualifications (approximately 92% of the membership) or elected to Honorary Fellowship (see Annex III). The full register of members is held and maintained at Headquarters.

Members are further supported by a thriving branch network worldwide which provides a local focus for professional forums, networking, and social activities. The role of the Branches is crucial to the Institute's ability to be a grass roots organization providing a professional representation internationally.

The Institute welcomes the support of its work by companies and other organizations through its Corporate Affiliate Scheme set up in 2006. This does not confer membership but recognizes shared professional values and seeks to promote the benefit of professional development to the organizations' employees. There are currently 15 Corporate Affiliates.

10. Officers:

The Officers of The Nautical Institute are the President, Immediate Past President, Honorary Treasurer, and up to six Vice Presidents. They are nominated by and from the international membership, and are elected by the membership at the Annual General Meeting (AGM). The AGM is held at a different location each year, hosted by one of the NI's international Branches.

11. Relations with Other NGOs:

The Nautical Institute has no officially established relations with other NGOs although for many years it has sought to co-operate fully with other professional and industry bodies with similar aims to promote high standards of qualification and competence for the provision of safe, efficient and clean shipping services. These co-operative efforts are on a project basis, e.g. with the International Electrotechnical Commission on the use of marine radar when changes in the frequencies available were being considered.

The Institute is working closely with IALA on the concept and development of E-Navigation and allocated a senior member of staff to contribute to their Working Group on this subject. In fact, given the importance that the IMO gives to user needs being fully considered within E-Navigation, IALA appointed this member of staff (David Patraiko FNI) to chair the Working Group.

The International Marine Contractors' Association and the International Chamber of Shipping provide representation on the Dynamic Positioning Training Executive Group (DPTEG) run by the Institute to ensure that its DP training and certification standards remain fit for purpose. IMCA recommended these standards to the IMO.

Nautical Institute members have also provided technical advice to the International Federation of Ship Masters' Associations (IFSMA) in their capacity as individual members of IFSMA. This has been valuable experience for them in the procedures of the IMO but, as part of IFSMA's delegation, Institute members have not been able to make use of or represent the Institute members' views.

The NGOs named above are entirely supportive of the Institute's application for consultative status.

None of these collaborative efforts with NGOs extend to any form of representation at the IMO for The Nautical Institute. It is our belief that the breadth of expertise within our membership provides well balanced and constructive views on many of the issues being addressed by the IMO and that this practical seafarer input will be a valuable contribution.

12. Relations with Intergovernmental Organizations:

The Nautical Institute has received valuable support for a number of its projects and publications from the IMO over the years. It is honoured to count the Secretary-General and two former Secretaries-General amongst its list of Honorary Fellows, and a number of the IMO Secretariat staff are members of the Institute in a private, professional capacity.

The Nautical Institute has cordial relations on a project basis with the staff of the IHO, the IMSO and the IOPC on matters of mutual interest.

13. Finance:

Audited accounts are available for year ended 31st December 2008.

The main sources of income for the Institute are:

<i>Item</i>	<i>£</i>
Membership subscription & joining fees	485,413
Journal & Seminar sales	161,831
Publications sales	557,742
Accreditation & Certification	225,455
Projects sponsorship & donations	136,099
Total income	1,573,180
Total expenditure	1,547,428
Net Surplus	25,752

Over the years, and particularly since 2003, the Institute has been developing services to provide additional sources of income so that its professional activities are not entirely reliant on membership subscriptions. There has not needed to be an increase in subscriptions for six years and we are confident that we now have a sufficiently robust financial structure to staff and fund a consistently broad contribution to the work of the IMO.

14. Publications:

The Nautical Institute has an extensive range of professional publications which are generally held in high regard within the maritime industry. These are an integral part of the NI's mission to disseminate best practice in a format that is easily accessible to and absorbed by all practitioners. Much of this work is informed by the standards and best practice adopted by the IMO which the NI helps to disseminate to mariners with practical guidance on implementation. A number of the Institute's books are recommended in their field by the IMO – examples are:

Bulkcarrier Practice – Captain J Isbester, FNI
Tug Use in Port – Captain H Hensen, FNI

Many of the Institute's books are considered industry standards and are purchased for entire fleets by their managers – examples are:

Bridge Watchkeeping – A Practical Guide
Bridge Team Management – Captain A J Swift, FNI
The Shipmaster's Business Companion – Malcolm MacLachlan, FNI
The Mariner's Role in Collecting Evidence – Dr P Anderson, D.Prof., FNI
Stability, Trim and Strength for Merchant Ships and Fishing Vessels – I C Clark, MSc, MNI

In 2004 the Institute was awarded a contract to publish 8 of the Royal Navy's navigation and seamanship titles, including the renowned Admiralty Manual of Navigation, Volume 1 and Volume 2, and the Admiralty Manual of Seamanship which will be published later this year.

For a full list of the Institute's current books and publications, please see the Information Pack.

Over the past few months The Nautical Institute has published books and papers covering a range of operational and safety matters. Examples are:

Radar and AIS by Dr Andy Norris, CNI sets out the implications of integrating AIS with radar displays following the 2008 requirements in the first of his *Integrated Bridge Systems* series.

Maritime Security by Steven Jones, MNI is a new edition to analyse the implementation of the ISPS Code. It sets out how to enhance security on board and in port.

Safety Management by Professor Chengi Kuo looks at how safety is managed in different areas of the shipping industry and in different industries. It urges management to adopt safety as part of the organizational structure.

The DP Operator's Handbook by Captain David Bray, FNI provides a summary of good practice for planning and operation. The desire for enhanced control and manoeuvrability has led to the fitting of DP systems throughout the world and this volume helps in bridge management.

Admiralty Manual of Navigation Volume 1 edited by Lt Cdr Alan Peacock, FNI RN. The volume is the 10th edition and was republished on its 100th anniversary completely re-written for the electronic era.

The Nautical Institute continues to publish works on a variety of subjects that it feels will help promote the safe operation of vessels. These range from relatively short papers to major books. The former include:

From Paper Charts to ECDIS – by Captain Harry Gale, FNI to give guidance to the shipping industry on the transition from paper chart navigation; and

Monitoring Turns Using Radar by Captain Paul Chapman, MNI who outlines his technique on concentric indexing to help improve safe navigation in pilotable waters.

Whilst in the latter category, two major volumes on mooring are to be published to fill a gap in practical help available for those working on vessels and ashore in an effort to reduce accidents from this crucial activity:

Mooring and Anchoring Ships Vol 1 by Ian Clark, MNI will outline principles and practice.

Mooring and Anchoring Ships Vol 2 by Walter Vervloesem, AMNI will detail inspection and maintenance.

The aim is to keep publications as up to date as possible and although some 300 titles have been published over the past 30 years, only about 100 are current at any time. New editions of books which have been industry standards for training and operation will also be published soon. These include new editions of *Bulk Carrier Practice* by Captain Jack Isbester, FNI; and *Stowaways by Sea* by Steven Jones, MNI.

More than 12 others are also at the planning stage and The Nautical Institute will continue to endeavour to produce publications that enhance training and understanding of nautical disciplines so as to improve safety at sea.

In addition to the books, the Institute's monthly Journal, SEAWAYS (circulation 7,800), is a high quality source of professional development for all members and is also purchased in bulk by an increasing number of fleet managers so that over 1,000 copies are placed directly aboard ships for sea staff. SEAWAYS also acts as an effective debating forum on a diverse range of professional subjects and is used to develop new concepts to move the industry forward.

The Institute's Human Element Project publishes the Alert! Bulletin three times per year and also maintains a website from where the Bulletin and human element research papers may be downloaded free of charge. Item 7 Recent and Planned Activities refers.

15. Description of Potential Organizational Contribution to IMO:

The Nautical Institute has 6,293 members worldwide (end 2008 data), located in some 110 countries, and engaged in the full spectrum of maritime activity at sea and ashore. Over 50% of the membership is actively employed in a sea-going capacity, from junior to senior ranks, and therefore represents an unrivalled source of information on the practical and regulatory aspects of improving the safety and efficiency of shipping as well as protection of the marine environment. The majority of the rest of the membership are former seafarers now employed in marine related occupations ashore, so they also possess a wealth of knowledge to put at the disposal of the IMO.

The Nautical Institute has a long track record of gathering the constructive views of its membership and making them available to policy makers, including the IMO. It is our intention to make a far more comprehensive contribution to the work of the IMO with this body of knowledge and expertise than has been possible thus far. A permanent representative would be employed to lead the Institute's delegation which would comprise subject matter experts drawn from the membership. In this way, we envisage being able to contribute meaningfully to MSC, MEPC and FAL meetings as well as their related Sub-committees and Working Groups.

A particular asset of The Nautical Institute in gathering relevant information for discussions at the IMO is the *Sea-going Correspondence Group*. This comprises over 50 senior officers at sea on various trade routes and in different ship types who we are able to contact by email with specific questions. The response rate is high and the input entirely relevant to the matter in hand. It will be feasible and desirable for our representative to contact this group before, and even during, IMO meetings so as to provide first hand operational input to the decision making process on issues ranging from ergonomic design to pollution prevention.

16. Documents:

The Nautical Institute has the following official documentation, copies of which are available on request:

- Certificate of Registration
- Memorandum and Articles of Association
- Constitution, By-laws and Branch By-Laws (included in the Information Pack)
- Certificate of Insurance
- Audited Accounts and Annual reports of Council

In the course of over three decades of work, the Institute has accumulated a substantial body of position papers and publications which are available to members and others for research purposes.

17. Other Remarks for IMO Consideration:

The Nautical Institute is a fully international organization of professional mariners working throughout the many sectors of the shipping industry but with the majority actively employed at sea in a wide variety of ship types on the full range of trade routes. It is our wish to put this source of unrivalled knowledge at the disposal of the IMO in the constructive and co-operative manner in which the Institute has always operated. We recognise that this commitment requires dedicated resources and we are confident that we are/will be in a position in terms of personnel and financial resources to make a full contribution, if granted consultative status. This has not been the case in the past which is why the Institute has co-operated with the IMO Secretariat, members, and NGOs/IGOs in other ways previously. We are confident that this direct, end user input to the deliberations of the IMO will have a positive effect on the drafting and implementation of international regulations, and hence the safety of shipping and its seafarers will be improved.

ANNEX 3³

INTERNATIONAL MARITIME ORGANIZATION (IMO)

ORGANISATION MARITIME INTERNATIONALE (OMI)

ORGANIZACIÓN MARÍTIMA INTERNACIONAL (OMI)

QUESTIONNAIRE

QUESTIONNAIRE

CUESTIONARIO

1 Name of the Organization:

Nom de l'Organisation:

Nombre de la Organización:

Ассоциация по сертификации «Русский Регистр»

Certification Association "Russian Register"

Association de Certification "Le Registre Russe"

Asociación de Certificación "Registro Ruso"

2 Address of Headquarters:

Adresse du siège:

Dirección de la sede:

34, Nekrasova street, office 3, 191014,

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3 Telephone: +7 (812) 600-11-67, 600-11-68

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Fax: +7 (812) 600-11-69

Fascicule:

Facsímil:

E-mail: rr-head@rusregister.ru

Courriel:

Correo electrónico:

Website: www.rusregister.ru

Site Web:

Sitio en la Red:

³ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

**3 Addresses of all branches or regional headquarters:
Adresse de tous les sièges locaux ou régionaux:
Direcciones de las sucursales o sedes regionales:**

- 1. Moscow branch**
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+7(495)261-80-08;788-13-79 e-mail: moscow@rusregister.ru;
- 2. Irkutsk branch**
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- 3. Yuzhny branch-office (Krasnodar)**
68 Oktjyabrskaya street, Krasnodar 350000, Russia
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- 5. Branch-office in Murmansk**
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- 6. Branch office in Yaroslavl**
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- 7. Branch-office in Volgograd**
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- 8. Branch-office in Chelyabinsk**
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- 10. Branch office in Cheboksary**
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Tel/fax +7(8352)39-59-09, e-mail: cheboksary@rusregister.ru;
- 11. Branch office in Sakhalin**
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Tel/fax +7(4242)738562, e-mail: sakhalin@rusregister.ru;

12. **"Russian Register – Eurasia Ltd." (Almaty)**
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e-mail:302_rusregister@nurzat.kz;
13. **"Russian Register – Ukrbel Ltd." (Sebastopol, Ukraine)**
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15. **"Russian Register-Westgeorgia" Ltd. (Batumi, Georgia)**
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21. **Representative of RR in Latvia**
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22. **"Russian Register-Povolzhye" Ltd.(Kazan)**
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- 23. Russian Register-Civil Aviation**
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+7(495)155-68-58,fax 155-66-01, e-mail rrga@mail.ru;
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 - 25. “Russian Register – North-West” Ltd.(Cherepovets)**
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Tel/fax +7 (8202) 55-02-12, e-mail: nord-west@rusregister.ru;
 - 26. "Russian Register – Baltic Inspectorate" Ltd. (Saint Petersburg)**
Office 87 Malyi Prospect Petrograd region 197022 St.Petersburg, Russia
Tel.: +7 (812) 323-91-30, 323-91-17,Fax: +7 (812) 331-36-34
e-mail: rr-baltic@rusregister.ru;
 - 27. Khabarovsk division of Far East branch of Russian Marine Register of Shipping**
Office 16 Postyshev street, Khabarovsk 680030 Russia
Tel./fax +7 (4212)22-30-69, (4212) 21-86-43, e-mail: 174@rshab.khv.ru;
 - 28. Aliningrad branch of Russian Marine Register of Shipping**
Office 18 Sovetskiy av., Kaliningrad 236000, Russia
Tel.+7(0112)95-22-60 fax +7(4112)95-35-03, e-mail:121@rs-kgr.ru;
 - 29. Nizhniy Novgorod branch of Russian Marine Register of Shipping**
Box 212 Nizhniy Novgorod 603003, Russia
Tel.+7(831) 273*98-63, fax +7 (8312)73-03-00 e-mail 130@rs-nzg.sinn.ru;
 - 30. Astrakhan branch of Russian Marine Register of Shipping**
Office 2,Kostina street, Astrakhan 414014 Russia
+7 (8512) 39-02-62,26-22-61, fax +7(8512)22-89-88,39-05-45,
e-mail: 141rsast@astmain.astranet.ru;
 - 31. Regional branch of Russian Marine Register of Shipping for Ukraine (Odessa)**
Office 20 Polskaya street, Odessa 65014 Ukraine
Tel/fax: +380 (482) 25-85-37, 21-02-35, e-mail: 180rs-ukr@ukr.net; and
 - 32. Archangelsk branch of Russian Marine Register of Shipping**
Office 81 Lomonosova av.,Archangelsk 163000 Russia
Tel+7(8182)63-71-76, fax +7(8182) 20-85-01, e-mail: rs190arh@sovintel.ru.
- 4 Names of addresses of representatives in the United Kingdom:
Nom et adresse des représentants au Royaume-Uni:
Nombres y direcciones de los representantes en el Reino Unido:**

None

5 Aims and purposes of the Organization (as set forth in its constitution):
Objectifs et buts de l'Organisation (tels qu'ils sont définis dans ses statuts):
Objetivos y fines de la Organización (conforme a lo estipulado en sus estatutos):

The aims and purposes of Certification Association “Russian Register” are laid down in Accreditation Manual (please see attached appendix No 2).

The aims and purposes of the inspection (survey) activities are as following:

- Consolidation of the interests of companies involved in delivery of dangerous goods "door-to-door", of the manufacturers of transport equipment containers and tank-containers, of the shipping and forwarding companies;
- Presentation of its members’ interests at the state and international organizations engaged in the development of requirements in the transportation of dangerous goods, container manufacture, and to participate in execution of these requirements as well;
- Assistance in harmonization of the national requirements with the international ones concerning transportation of dangerous goods;
- Assistance in the interaction of administrations of legal institutions and companies engaged in transportation of dangerous goods;
- Development and support of databases and providing the information about requirements of dangerous goods transportation;
- Organization of inspection of closed units with dangerous cargo (IMO program);
- Assistance in organization of personnel training of companies and specialist of the Association in accordance with the international standards for closed units, dangerous goods;
- Organization of conferences and seminars with attraction of the Russian and foreign experts concerning transportations of dangerous goods in all supply chain(including multimodal transportations ISO 28000 and SOLAS);
- Development of Dangerous goods safety management system; and
- Consulting services for organizations engaged in design, production and transportation of dangerous goods, operational, repairing, stevedoring, leasing and insurance services of the transport equipment and containers of different kinds.

6 History:
Historique:
Antecedentes:

The history of Certification Association “Russian Register”:

1992 – Russian Maritime Register of Shipping (RS) established the Quality Systems Department and provided first certification of organization quality system.

- 1995 – RS established the Certification Body – Management System Certification Department.
- 2001 – In order to meet the requirements of ISO/IEC 62, ISO/IEC 66 and Technical regulation law, on the basis of the Management Systems Certification Department, Russian Maritime Register of Shipping founded Certification Association "Russian Register" as an independent Management System Certification Body.
- 2001 – Certification Association "Russian Register" has obtained the status of a legal entity (independent organization) with an independent System of Certification. Certification Association "Russian Register" was established on basis of the decision of the founders in accordance with the Federal Law "About non-profit making organizations" and acts under the Constitution of the Russian Federation, Civil Code of the Russian Federation, stipulated Law, other normative and legal regulations of the Russian Federation. Since 2003, Certification Association "Russian Register" is a partner of International Certification Bodies Association — IQNet. Now Each Russian Register executing location has an official legal position, necessary infrastructure and resources. The quality of auditors work is controlled in the framework of certified internal QMS of organization. Today more then 200 qualified management system auditors are registered in the Register of auditors of RR (most of them are certified by such IPC/IATCA members, as IRCA, PrCert, according to the lead auditors criteria).The company continuously improves it's system of training and certification of auditors. Our aim is to meet all applicable requirements of ISO 17024 "General requirements to personnel certification bodies". In June 2005 Russian Register became Associate Member of International Personnel Certification Association (IPC). According to international best practice and in order to protect the interests of the clients RR has the liability insurance.

7 Recent and planned activities:
Activités récentes et activités prévues:
Actividades recientes y previstas:

In 2008 Certification Association "Russian Register" has already organized and held on the international level the 11th theoretical - practical conference "XXI century. Quality and Business" in Alushta town (the Crimea Republic, Ukraine). The invaluable assistance and overall support to this conference were offered by International Certification Network - IQNet, International Network of personnel certification - IPC and Public Academy of Management, Business and Quality (Sebastopol, Ukraine). This conference was attended by about 100 representatives of organizations from Russia, Ukraine, Belarus, Georgia and Kazakhstan.

Besides this, in 2008 "Russian Register" has actively participated in such international events as "The Current Certification Systems" (Belarus), "IQNet General Assembly" (Mexico), "YugTrans 2008 Transport Safety" Turkey), "Strategic Partnership 1520: Central Asia (Kazakhstan), "Approaches, principles and methodology of construction of integrated management systems "(Bulgaria), as well as in business trips to India, Egypt, Kyrgyzstan and to several other countries of the world.

In 2009 Certification Association "Russian Register" will continue to strengthen its positions on the international level by participating in such activities as "New information technologies and quality management" (Egypt), "Environmental management" (Egypt), "Theory and practice of introducing modern management systems "(Ukraine)," 53rd EOQ Congress" (Croatia) and a number of others.

Undoubtedly, one of the key international events, which will be held this summer and organized by "Russian Register, is "The International Forum of IQNet". It will be concerned with the issues of development of management systems, quality, improvement of business. The Forum will be held within the bounds of annual General Assembly of International Association of Certification Bodies IQNet, in Russia it will be held for the first time. Within its program, the reports will be presented by IQNet **President - Rene Wasmer, General Manager of IQNet – Antonio Di Palma**, by the management of Certification Association "Russian Register" and by experts in management systems, certification and in standardization.

Association will participate in Annual Second International Forum "Safety On Transport Complex" which will be held in St. Petersburg at 17-19 of June 2009. We plan to develop ISO 28000 "Safety Supply Chain" program in accordance with IMO "STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2008-2013) Resolution A.989(25) Adopted on 20 November 2007, to create and to present of "ACEP program for containers to the owners of containers, operators, ship owners", to develop "Dangerous Goods Safety Management System."

8 Descriptive statement of the extent to which the purposes of the Organization relate to those of IMO, including in particular what contribution your Organization can make to the technical co-operation programme of IMO

Exposé explicatif de la mesure dans laquelle les buts de l'Organisation sont en rapport avec ceux de l'OMI, incluant une indication concernant la contribution que votre Organisation pourrait apporter au programme de coopération technique de l'OMI

Declaración de en qué medida los objetivos de la Organización están relacionados con los de la OMI y, en particular, cómo puede contribuir la Organización al programa de cooperación técnica de la OMI

Basic IMO principles are shown in the IMO "STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2008-2013), Resolution A.989(25) Adopted on 20 November 2007, and the Association main aims are described in item 5 of this QUESTIONNAIRE. Russian Register's activities is for developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound supply chain (transportation with all modes of vehicle for all kinds of goods.). The Creation of informational database centre of IMO resolutions, convention, codes, fulfilment of inspection on closed units, ACEP containers program, up-dated access to the IMO requirements, the feedback RR and IMO about the execution IMO rules are the main points of cooperation.

For example: the implementation of ISO 20858:2007(Ships and marine technology — Maritime port facility security assessments and security plan development) establishes a framework to assist marine port facilities in specifying the competence of personnel to conduct a marine port facility security assessment and to develop a security plan as required by the ISPS Code International Standard, conducting the marine port facility security assessment, and drafting/implementing a Port Facility Security Plan (PFSP).

In addition, ISO 20858:2007 establishes certain documentation requirements designed to ensure that the process used in performing the duties described above was recorded in a manner that would permit independent verification by a qualified and authorized agency (if the port facility has agreed to the review). It is not an objective of ISO 20858:2007 to set requirements for a contracting government or designated authority in designating a Recognized Security Organization (RSO), or to impose the use of an outside service provider or other third parties to perform the marine port facility security assessment or security plan if the port facility personnel possess the expertise outlined in this specification. Ship operators may be informed that marine port facilities that use this document meet an industry-determined level of compliance with the ISPS Code. Such cooperation Russian Register and IMO will promote the seamless movement of goods through secure international trade supply chains by the companies implementing the ISO 28000 standards, (WCO) Framework of Standards and IMO documents. The cooperation is in development of dangerous goods safety management system.

**9 Structure:
Structure:
Estructura:**

For the structure please see attached appendix No1 (ND No 003.00-108).

**10 Membership:
Composition:
Miembros:**

The founders of the Certification Association "Russian Register" are the Members of it:

1. Federal State Institution "Russian Maritime Register of Shipping", registered by the Registration Chamber of Saint-Petersburg (decision No. 132138 of 09.01.96) residing at the address: RF, 191186, Saint-Petersburg, Dvorzovaya nab., 8;
2. Closed company "Regional Division of the Russian Maritime Register of Shipping in Ukraine", registered by the Executive Committee of the Odessa Town Council of People's Deputies, decision No. 01125560 of 15.08.95, registration No. 501; The Charter was re-registered by the Odessa Town Executive Committee on 19.10.98, registration No. 04056919700010081, residing at: Ukraine, 270014, Odessa, Polskaya st., 2.

Membership shall not be on a national basis, nor there any restriction on the numbers of members from any one nation or institution. Any organisation and individual with a declared interest within the terms of reference is eligible to membership.

**11 Officers:
Dirigeants:
Dirigentes:**

The highest managerial body of the Association is the General Meeting of the Association. The participants of it cover the following matters:

1. Identification of the priority activities of the Association, principles of formation and use of its assets;
2. Election of the Auditing Committee for inspection the financial activity with the aim to ensure that the RR is capable to be responsible for its obligations;
3. Approval of the Regulations for Certification Council;
4. Election and approval of the Association Director;
5. Establishment of committees, groups, councils for fulfillment of special tasks.

The Officers of the Association are:

The Director, the Deputy Director, the Heads of the branch-offices.
In the Association works the specialists by their countries of nationality:

Russians, Austrians, Bulgarians, Czechs, Latvians, Lithuanians, Azerbaijani, Georgians, Kazakhs, Ukrainians, Uzbeks, Germans, Canadians.

The reports and activities described are testament to RR activities at the International level. The membership of the Association, its branches, regional Representatives demonstrate its truly international nature. Association contribute activities and information provision that help find collaborative solutions and procedures to compliance with regulations or that help define best practice.

Its involvement with major international initiatives allows information flow for knowledge generation. Reports, publications, workshops, conferences provide the companies for information exchange and knowledge development.

**12 Relations with other non-governmental organizations:
Relations avec d'autres organisations non gouvernementales:
Relaciones con otras organizaciones no gubernamentales:**

Certification Association “Russian Register” is a participant of:

- the International Register of Certified Auditors;
- the Environmental Auditors Registration Association;
- the European Organization for Quality;
- the European Personnel Certification Body; and
- the International Personnel Certification Association.

RR participates in the official Russian delegations working at national and international committees which develop management systems standards (like ISO/TC 176, PC/QSA-9000, etc.). Since the end of 2008 Certification Association “Russian Register” is the partner of UNIDO (United Nations Industrial Development Organization) as a certification body.

**13 Relations with intergovernmental organizations:
Relations avec des organisations intergouvernementales:
Relaciones con organizaciones intergubernamentales:**

None

**14 Finance:
Financement:
Finanzas:**

Certification Association “Russian Register” has a status of a non-profit organization not encumbered with any financial or property liabilities in relation to its founders. The Financing by RR of its activities at the cost of its earnings received from providing services on management system certification, these earnings as stated in the Charter being used only for RR development. RR voluntary liability insurance in relation to third parties to cover any claims on obligations that could be raised following certification services in each areas and geographic regions of RR activity. RR has independence in development of the financial policy and planning of the budget. RR non-involvement in business transactions or in investing projects not associated with certification activities and non-participation in financial operations with mortgage of its property, regular independent financial audits.

With regard to the fact that RR is the largest MS certification body in Russia, its financial stability and independence of its customers are evident and can be easily proved. Applicants should pay for the works done, irrespective of the certification and inspection results. All RR expenses including payment to the experts involved, service suppliers as well as deductions to cover RR accreditation expenses are reimbursed out of the money received from the applicants.

Calculations of RR work cost are based on RF financial laws, RR normative documents and recommendations contained in the voluntary certification systems, in which RR has been accredited, and provide for entire self-sufficiency and repayment of all expenses associated with the works performed.

**15 Publications:
Publications:
Publicaciones:**

1. Once Again About Principles Of Quality Management And Implementation Of The Process Approach In QMS. Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F // Scientific and technical journal “News of Memstandard” (Republic of “Kazakhstan”), – 2001;

2. Principle Of Continual Improvement Of Drafts Of ISO 9000 Family Of International Standards. Vladimirtsev A.V., Shekhanov Y.F./ Methods of quality management. – 2000;
3. Quality Management Systems And Process Approach / Methods of quality management. Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F– 2001;
4. “Implementation Of Process Model On Enterprises” / Methods of quality management. Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F 2002;
5. “Implementation And Certification Of Organizations’ Management Systems: Urgency, Principles And Approaches Of Certification System Of Russian Marine Register of Shipping” Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F./ Special engineering and equipment./ 2002;
6. “Use Of Matrix Of Process Interaction To Implement The Process Approach In Organizations’ Quality Management Systems” Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F. /Quality management (Republic of “Kazakhstan”), – 2003;
7. “The Use of Matrixes Of Interaction Process In The Implementation Of The Process Approach In Organizations’ Quality Management Systems” Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F. (QUALITY MANAGEMENT 2003 № 2);
8. Implementation And Certification Of Organizations’ Management Systems: Currency. Principles And Approach Of Certification System Of Russian Register Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F. (Quality management № 1, 2003);
9. Outsourcing Manual (ISO /TC 176/SC 2/N 63R2), 2004;
10. Idea Of Quality Shall Become One Of The Principal National Ideas Of Kazakhstan in XXI century, 2005;
11. Added Value Of Certification Audit, Zvyagin I.M. Forum presentation November 2008;
12. Rating Of Certification Bodies “Standards And Quality” Zvyagin I.M., Nikanorov P.A. Journal, November 2008;
13. Success Of Colleges Which Have A Quality Management System ”Success” Journal, November-December 2006;
14. The Development Of Management Systems At Armature Engineering Enterprises;
15. Egorov V.S., Pashkov P.I., Shestakov A.L., “PIRS-CONSULT” Co LTD,2007;
16. Necessary Conditions Of Successful Implementation Of Instruments And Methods To Increase Effectiveness Of Business Management On Armature Engineering Enterprises. Egorov V.S., Pashkov P.I., Shestakov A.L., “PIRS-CONSULT”,2007;

17. The Implementation And Certification Of Organizations' Management Systems: Urgency, Principles And Approaches Of Certification System Of Russian Register. Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F.,2008;
18. Quality Management Systems And Process Approach. Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F.,2008;
19. The Use Of ISO/TC 76/SC 2/N 630R2 “Manual On Application Of Outsourcing Processes In The Organizations Implementing Quality Management Systems And Conformity It With Requirements Of ISO 9001:2000, Vladimirtsev A.V., Martsyinkovskiy O.A., Shekhanov Y.F.,Y. Zagorulko,2008;
20. “Implementation Of The Quality Management System Of JSC “Atyraubalyk” Resulted In Recognition Of Kazakhstan Delicacies By The World” Jakupova G.M., Soklakov V.V. // Success – 2006;
21. The Course Of Lectures On HACCP (HACCP – «Hazard Analysis and Critical Control Points») Martsyinkovskiy O.A., Mikheeva E.M./Edited by Soklakov V.V./ 2005;
22. Food Safety: International Standard ISO 22000:2005 Soklakov V.V / Standards and Quality – 2006;
23. Standard ISO 22000:2005: The New Generation Of Food Safety Management Systems Soklakov V.V. //http://www.rusregister.ru/pub4.shtml;
24. HACCP System Is A Key Element Of International Standard 22000:2005 Soklakov V.V., Mikheeva E.M. / Food industry - 2006, The Observance Of The International Standard Is A Basis Of Food Safety, Soklakov V.V Mikheeva E.M., Chelorida V. // Feed and society 2006;
25. Present Approach In Food Safety Management. Traits Of Standards Which Specified The Requirements To FSMS Based On The Principles Of HACCP Soklakov V.V/Quality and technical regulation: International Forum. – Kazan, 2005;
26. Traits Of Standards Which Specified The Requirements To FSMS Based On The Principles Of HACCP. Features Of FSMS Certification / Quality For The More Abundant Life: Interregional Theoretical and Practical Conference. 2005;
27. Standard ISO 22000:2005 “Food Safety Management Systems. Requirements To Any Organizations Within Food Chain”, Soklakov V.V // From quality of management to quality of life: theses of reports of the Second Annual All-Russian Conference.2006;
28. Food Safety Managements Systems In Accordance With International Standard ISO 22000:2005: Purpose And Provided Benefits, Soklakov V.V // XXI century. Quality and business: materials of reports of IX International Theoretical and Practical Conference. Yalta, 26.06.2006;

29. Practice Of Application Of Integrated Quality And Food Safety Management Systems in Fish Industry Soklakov V.V. / Materials of VI International Theoretical and Practical Conference “Fish production: questions, new technologies, quality”, 2007;
30. Management Of Food Safety On The Basis Of ISO 22000:2005 Is A Foundation Of Confidence In Partnership Soklakov V.V /VII International Forum “Food Ingredients Of XXI Century” Within The Framework Of Exhibition “Food ingredients, supplements and spicery / Ingredients Russia 2007”;
31. Management Of Risks In Management Systems / Management Of Risks In Agricultural And Industrial Sector In The Conditions Of World Economic Crisis: Workshop-Conference. Soklakov V.V , Yekaterinburg, 21.01.2009;
32. Methodology, Principles And Approaches Of Management Systems Integration, D.A. Martsynkovskiy O.A. Martsynkovskiy Yu.F. Shehanov 2008;
33. Through Partnership To Transport Safety, Z.Zinkovskaya 2004 Dangerous goods & containers no 5, 2004; and
34. ISO Standard 28000 (Supply Chain) And Framework Of Standards (WCO) Is The Way To Create Complex Security AND Quality Of Cargo Transportation Z.Zinkovskaya. Container And Container business No 3, 2008.

**16 Documentation:
Documents:
Documentación:**

This is a short list of Certification Association “Russian Register” internal Documentation (examples of handbooks, procedures, regulations etc):

1. Quality Manual;
2. Code of Ethics for Auditors;
3. Code of Ethics of Certification Association "Russian Register";
4. Main objectives and Principles of Certification association “Russian Register’s» Activities in Management Systems Certification;
5. Conditions for Certification of Management Systems;
6. Accreditation Manual;
7. Glossary;
8. Organization Chart of Certification Association "Russian Register";
9. Quality Management Systems Certification Manual;
10. Environmental Management Systems Certification Manual;
11. Occupational Health and Safety Management Systems Certification Manual;
12. Manual for Certification of Quality and Safety Control Systems of Foodstuffs Based on HACCP Principles;
13. Manual for Certification of Quality Management Systems in Automotive Industry;
14. Manual for Certification of Informational Security Management Systems;
15. Manual for Certification of Social Accountability Management Systems;
16. Manual for Auditors Training;

17. Manual for Certification of Quality Management systems for medicine devices manufacturers;
18. Rules for certification of forest management and chain of custody;
19. Manual for Certification of Quality Management Systems in accordance with the requirements of STO Gazprom 9001-2006;
20. Procedure for QMS Internal Document Control;
21. Procedure for External Document Control;
22. Procedure for Records Control;
23. Procedure for Internal Audit of RR Quality Management System;
24. Procedure for Selection of Audit Team for Certification;
25. Procedure for Preliminary Assessment of Management Systems;
26. Procedure for Review of the Organization's Requirements at the Pre-Certification Stage of Audit;
27. Procedure for Control of Nonconforming Service;
28. Procedure for Control of Suppliers;
29. Procedure for Organization of Marketing Activity and Advertising of Certification association "Russian Register";
30. Measurement of Production Processes and Customer Satisfaction Assessment;
31. Procedure for Risk Control;
32. Instruction on Occupational Safety during the Work of Specialists from Survey Services Department ;
33. Estimation Procedure of Executive Locations and Branch Offices of Certification Association "Russian Register";
34. Methodical Recommendations on Conducting Audits of Conformity of Organizations' Activities to RF Environmental Laws within the Framework of Assessment/Certification of Environment Management Systems;
35. Methodical Recommendations for Definition of Significance of Biological Hazards during Assessment of Quality and Safety Control Systems of Foodstuffs based on HACCP Principles;
36. Methodic Recommendations on Correlation of Organization's Scope of Activity with the Economic Activities of NACE Classifier;
37. Methodic Recommendations on Evaluation of Malting and Brewing Processes;
38. Methodic Recommendations on Evaluation of Catch, Processing and Transportation of Hydrobiotic Products;
39. Methodic Recommendations on application of quality engineering methods in statistical control of processes;
40. Regulations on RR Branch-office in Moscow (any branch);
41. Regulations on Certification Council;
42. Regulation on Personnel Data Protection;
43. Regulation on the "Russian Register" management Systems Certification Body in "Gazpromcert" Certification System;
44. Regulations on the QMS certification body for material and technical resources suppliers of JSC "GAZPROM»;
45. Auditor Performance Assessment Plan; and
46. Corporate Program for Risk Control.

**17 Other remarks which the Organization wishes to make:
Autres remarques que l'Organisation désire faire:
Otras observaciones que la Organización desee formular:**

Both at national and international level, purchasers require guarantees about the quality of goods and services supplied to them, since the variety on offer is nowadays huge. Accordingly, a supplier can have its product or service objectively assessed or tested by a laboratory, certification or inspection body. This can be done throughout any field of work imaginable, including construction, energy, environment, drinking water, health and transport.

If the results are good, the assessing body provides the product or service with a statement of conformity. This statement is usually in the form of a certificate or a report. Accordingly, an assessing body is known as a conformity-assessment body. It is important for this body to be competent, since only then is the statement of conformity of use and reliable.

An accreditation body assesses both the management system and the technical competency of the conformity-certifying body. In addition the accreditation body exercises supervision to guarantee the impartiality and expertise of the conformity-certifying body.

When a conformity-certifying body is accredited, it obtains a formal accreditation recognition. The body may then make use of the accreditation mark with registration number. Activities under such an accreditation mark are mostly accepted on that basis alone by government bodies and national and international business. It has been agreed throughout the world that each country will have its own accreditation body that meets the requirements of International Standard ISO/IEC 17011. The accreditation bodies evaluate each other against this standard. This is known as peer review. If the peer review concludes with a good result, then the accreditations from this body are accepted worldwide. In this way, accreditation promotes world trade since it means that trade barriers are removed. For a distinctly trade and distribution-based economy such as that of the Netherlands, international agreement is hugely important. Russian Register is a member of IQNet and has RvA international accreditation, recognized by the International Accreditation Forum (IAF). Due to it the customers of Russian Register can apply for a certification program not only with any national, but also with internationally-recognized accreditation. Certification Association «Russian Register» is a recognized leader in the certification market for quality management systems.

ANNEX 4⁴

INTERNATIONAL MARITIME ORGANIZATION (IMO)

QUESTIONNAIRE

1 Name of Organization

Superyacht Builders Association (SYBAss)

2 Address of Headquarters:

Registered office:

34, Quai Jean-Charles Rey
MC-98000 Principauté de Monaco

Secretariat:

Cyclotronweg 1
2629 HN Delft
The Netherlands

Contact:

Phone: +31 15 251 40 38
Fax: +31 15 251 40 39
E-mail: info@sybass.org
Website: www.sybass.org

3 Addresses of all branches or regional headquarters:

Not applicable.

4 Names of addresses of representatives in the United Kingdom:

There are no representatives in the United Kingdom, although SYBAss does have a member in the UK.

5 Aims and purposes of the organization (as set forth in its constitution):

The mission of SYBAss as set forth in its constitution is:

- To promote and develop contact between builders of yachts over 40 metres within a representative organization;

⁴ **Note by the Secretariat:** Please note that additional information has been submitted together with this application, which is not being reproduced in this document for reasons of economy. However, it will be made available to the group of Council Members which will be examining new applications for consultative status.

- To circulate among members all the information useful for and related to their sector of activity;
- To establish whenever possible, the material and financial means necessary to its functioning.

Derived from this mission, SYBAss has pinpointed several goals focused on three major areas of interest: Regulation, Professionalism and Promotion. Of particular relevance to the work of IMO are our goals for regulations:

- Rules and regulations should enhance the safe and environmentally friendly operation of superyachts.
- Rules and regulations regarding safety and environment should also be targeted at issues that specifically apply to superyachts.
- Rules and regulations designed for the wider marine world should not simply be replicated in the yachting industry without taking the particular requirements and use of superyachts into account.
- The interpretation of rules and regulations should support a level playing field between yards, not jeopardise competition.

6 History:

The superyacht industry has witnessed tremendous growth over recent years, with four times as many vessels under construction or on order in 2009 as a decade before. It is not only the number of new yachts that is on the increase but also their size. For example, the number of yachts between 61 to 76 metres in length has risen by 67 percent over the past year alone.

One of the results of the rapid expansion over the past decade has been the development of this major maritime market segment, which is neither part of the commercial shipbuilding nor of the recreational boating industry. Although the superyacht industry is a truly global market, there was a distinct lack of representation on a worldwide scale.

The international superyacht industry's response was to set up an association that welcomes members from all over the world as long as they fulfil certain criteria concerning their track record. This association became SYBAss, the outline for which was developed in 2005. A first meeting of potential members was held in January 2006 and, after a year of careful preparation, SYBAss was officially launched in Monaco in February 2007.

Today, SYBAss members represent 55 percent of the total market of yachts with a length of 40 metres+ built over the past 10 years. For sailyachts the figure is as high as 66 percent.

7 Recent and planned activities:

SYBAss unites the world's leading superyacht builders, emphasising the unique values these companies offer yacht owners, crew members and their business environment, and enhancing cooperation between the shipyards. SYBAss activities focus on three major areas of interest:

- Regulation that reflects the specific nature of the yachting industry. To effectively contribute to the regulatory process, SYBAss is officially recognised by MCA (Maritime and Coastguard Agency in the United Kingdom) and ISO (International Organization for Standardization) as representative of the superyacht industry. As a result SYBAss has contributed to the MCA Large Commercial Yacht Code (LY2), especially the topics 'helidecks' and 'masts and spars'. SYBAss is currently cooperating with MCA on the implementation of the requirements of the ILO Maritime Labour Conventions in LY2.
- Later this year SYBAss will participate in the development of a Passenger Yacht Code (for yachts with more than 12 passengers) for which a draft is now being set up by the MCA Red Ensign Group.
- As a Liaison A member of the ISO TC8/SC12 'large yachts', SYBAss has made a considerable contribution to issues such as 'Windows and Portlights – Strength and watertightness', 'Deck cranes and gangways – Strength requirements' and 'Coatings – measurement and analysis of visual appearance'. In these and other issues, the in-depth knowledge of SYBAss members and staff has proven very useful.
- Professionalism that matches the needs of today's superyacht industry. Activities in this area are the compiling of industry statistics and the development of a Compensated Gross Tonnage calculation for the superyacht industry executed by the Delft University of Technology. Professionalism within the industry will contribute to a better use of rules and regulations. For example, SYBAss is involved in compiling a 'Client Representative Master Class' to teach owner's representatives the essence of yachtbuilding and operations, while also paying attention to safety and environmental aspects.
- Promotion that speaks to and informs superyacht owners and the wider industry. The aim is to constantly improve representation of the members at existing and newly developed events. SYBAss actively informs members, owners, crew and the public about the world of superyachts including safety and environmental aspects. Our annual SYBAss Technical Seminar focuses on issues such as the reduction of Volatile Organic Compounds (VOC) during the production process.

8 Descriptive statement of the extent to which the purposes of the organization relate to those of IMO, including in particular what contribution your organization can make to the technical cooperation programme of IMO

SYBAss is the only international organization that represents the majority of yards building luxury superyachts of 40 metres in length and above that have to comply with the various IMO Rules and Regulations (e.g. MARPOL, ILLC, SOPEP.). Some members also built luxury yachts of 3000 GT and over which have to comply with SOLAS.

It has 20 members from around the world, with a proven track record of building yachts from 40 to well over 100 metres in length, and from just below 500 GT to well over 3000 GT.

SYBAss offers IMO direct access to this highly specialised part of the marine industry, which is rapidly growing on an international level. SYBAss will serve as the central organization for all yards to be actively involved in giving input to IMO and being informed by IMO.

One of the goals of SYBAss is the support of initiatives from various delegates to achieve uniform legislation for the design, construction and operation of yachts in order to improve the safety of all people on board. SYBAss can assist the relevant national and international authorities and regulatory bodies in setting up and maintaining relevant rules and regulations concerning environmentally conscious construction and safe operation of these highly specialised vessels.

We are actively involved in the ISO Technical Committee 8, Sub Committee 12 and MCA's Maritime Labour Convention 2006 Large Yacht Sub Group assists in the creation of relevant standards and rules for the yacht industry, especially subjects not directly covered by any national, international or other regulatory body currently active in the industry (see section seven above).

SYBAss can offer technical assistance during the establishment or further improvement of various rules and regulations, covering a variety of topics in general, and safety and environment related subjects in particular.

9 Structure:

The General Assembly consists of all SYBAss members and is the main body of the association. Its primary task is the appointment of and control over the board. Meeting twice a year, the general assembly is one of the main ways that members contribute to the policy of SYBAss.

The board consists of up to seven members, including the Secretary General who is appointed by the board. Its main task is to govern the association. Board members are appointed by the general assembly for a period of three years, after which they can be re-elected. The board elects among themselves the president, vice-president and treasurer of SYBAss, and meets at least twice a year.

Committees focus on specific fields of interest and are made up of specialists from the member yards. For example, the Technical Committee consists of the technical directors of the members and would serve as an excellent means for sharing knowledge with IMO. Working groups focus on specific topics related to superyacht industry issues.

The Secretary General runs the association on behalf of the board.

10 Membership:

The primary qualification for membership is that the shipyard must have delivered at least three motor or sailyachts of at least 40 metres in length over the previous 10 years. The current membership list is as follows:

Name	Country	Website
Abeking & Rasmussen	Germany	www.abeking.com
Alloy Yachts	New Zealand	www.alloyyachts.co.nz
Amels	The Netherlands	www.amels-holland.com
Baglietto	Italy	www.baglietto.com
Benetti	Italy	www.benettiyachts.it
Burger Boat Company	United States of America	www.burgerboat.com
Cantieri di Pisa	Italy	www.cantieridipisa.it
CRN Shipyard	Italy	www.crn-yacht.com
Delta Yachts	United States of America	www.deltamarine.com
Feadship	The Netherlands	www.feadship.nl
Heesen Yachts	The Netherlands	www.heesenshipyards.nl
Holland Jachtbouw	The Netherlands	www.hollandjachtbouw.nl
ISA	Italy	www.isayachts.com
Lürssen Yachts	Germany	www.lurssen.com
Oceanco	The Netherlands	www.oceancoyacht.com
Pendennis	United Kingdom	www.pendennis.com
Perini Navi	Italy	www.perininaui.it
Royal Huisman Shipyard	The Netherlands	www.royalhuisman.nl
Trinity Yachts	United States of America	www.trinityyachts.com
Vitters	The Netherlands	www.vitters.com
Wally	Italy	www.wally.com

Observer status has been granted to Fincantieri Yachts of Italy due to its close cooperation with other SYBAss members.

Negotiations are currently at an advanced stage with Proteksan Turquoise (Turkey) and CMN (France) concerning membership of SYBAss.

11 Officers:

The current board of SYBAss consists of:

Name	Company	Country	Position
Michael Breman	Lürssen Yachts	Germany	President
Fabrizio Sgariglia	Perini Navi	Italy	Vice president
François van Well	Feadship	The Netherlands	Treasurer
Vincenzo Poerio	Benetti	Italy	Board member
William S. Smith III	Trinity Yachts	United States	Board member
Theo J. Hooning			Secretary general

The current secretariat of SYBAss consists of:

Name	Function
Theo J. Hooning	Secretary general
Chris van Hooren	Technical and environmental director
Robert van Tol	Project manager

12 Relations with other non-governmental organizations:

SYBAss works together with other organizations on topics of mutual interest. For example, it joined forces with ICOMIA (International Council of Marine Industry Associations) to compile regulations aimed at reducing volatile organic compound emissions, and to distribute related information to members. SYBAss is cooperating with CESA (Community of European Shipyard Associations) on research into conversion factors for calculating Compensated Gross Tonnage (CGT) for superyachts. CGT is an important measure for ship-type related economic activities. Furthermore, SYBAss has Liaison A status related to the work of ISO TC8/SC12 (SC12 is the ISO subcommittee developing new industry standards for superyacht components and systems).

SYBAss is not a member of the above-mentioned organizations for various reasons. ICOMIA represents the general water-recreation industries such as component-manufacturers, marinas and builders of small leisure craft. CESA represents only European shipyards building commercial vessels. Superyachts differ in many aspects from commercial vessels or pleasure craft, both technically speaking and in terms of its market, and this justifies a separate representation. SYBAss therefore has no representation in IMO or direct access to IMO documentation.

13 Relations with intergovernmental organizations:

While SYBAss has no formal relationship with intergovernmental organizations, it has obtained observer status at the Maritime and Coastguard Agency in the United Kingdom.

14 Finance:

SYBAss is fully financed by her members, who paid an annual contribution of €20,000 in 2009. Taking the current membership into account, this gives a budget of €400,000 in 2009.

15 Publications:

SYBAss publishes the 'SYBAss Annual Statistical Report', which gives an overview of the worldwide production of superyachts.

16 Documentation:

All background information about SYBAss can be found on our website: www.sybass.org. A newsletter is distributed every January and July for members and interested parties.

17 Other remarks which the Organization wishes to make:

For any further elaboration about SYBAss and its contribution to the work of IMO, contact Theo Hooning, Secretary General of SYBAss, by direct phone on +31 653 555 898 or e-mail t.hooning@sybass.org.
