



GIBRALTAR MARITIME ADMINISTRATION

ANNUAL REPORT 2009/2010

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1. INTRODUCTION

FOREWORD

**By the Hon. J. J. Holliday
Minister for Enterprise, Development, Technology and Transport
and Deputy Chief Minister**

I have pleasure in introducing the Fifth Annual Report of the Gibraltar Maritime Administration (GMA). This report covers the period 1 April 2009 to 31 March 2010.

While there are many interesting facts and figures which chart the continuing improvements in the GMA, the highlight of this year has to be the hosting by Gibraltar of the Red Ensign Group (REG) Conference. I was delighted to welcome all the delegates and their partners to Gibraltar. The last REG Conference was held in Gibraltar in 1999.

I have had Ministerial responsibility for the Gibraltar Maritime Administration since its start and it is with great pride that I look back at the huge strides that have been achieved over this period and the changes that have taken place within the REG. It does take time and a dedicated team to achieve the quality and standards which are not only a hallmark of the REG but also one of its greatest strengths.

Ten years ago the GMA had 39 vessels on our registry and a staff of 2. Now the GMA have over 312 vessels and a staff of 13 and the GMA will no doubt continue to grow.

While the GMA cannot claim to have the tonnage of our colleagues from the UK, Isle of Man or the large passenger ships of Bermuda, the GMA have found a niche in the market for relatively small vessels. The average size of our ships is 6,400 gross tonnes. The fleet is a mixed fleet with tankers, container feeder vessels and general cargo ships, which expect the GMA to deliver a very high standard of service.

One of the significant changes I have seen over the last 10 years is the dialogue and discussions that exist between the various parties within the REG. We all share the same end goal of improving maritime safety, the health and safety of the crew and the protection of the environment.

Although the maritime industry has gone through a difficult time worldwide, the GMA has continued to uphold the high standards of quality and service which is the sign of its strength and professionalism.

I commend the report to you.



2. FUNCTIONS

The Gibraltar Maritime Administration is a part of the Ministry of Enterprise, Development, Technology and Transport. The responsibilities and statutory obligations remain as in previous years, which are the following activities:

2.1. Ship Registration

2.1.1. The maintenance of a Register of Ships that fly the flag of Gibraltar, ensuring that registration requirements are met, and maintained, in accordance with flag state law.

2.1.2. The registration of mortgages on maritime property.

2.1.3. The maintenance of a register of Foreign Maritime Entities

2.2. Survey, Inspection and Certificate – (International)

2.2.1. The conduct of a programme of inspections to ensure that ships flying the flag of Gibraltar comply with all the requirements of all applicable conventions, ordinances and regulations with respect to ship safety, ship security, protection of the crew and the protection of the marine environment.

2.2.2. The maintenance of complete records of all inspections and certificates

2.2.3. A commitment to ensure that inspections and surveys are conducted in an efficient and expeditious manner.

2.2.4. The issue of the International certificates for

2.2.4.1. The Safe Manning

2.2.4.2. International Safe Management

2.2.4.3. International Ship Security

2.3. Port State Control

2.3.1. The participation in co-operative agreements, including Memoranda of Understanding, with other like-minded states to give effect to policy with respect to the inspection of foreign registered ships. Gibraltar is part of the Paris MoU.





One of the recent additions to the fleet

2.4. Survey and Inspection – (National)

2.4.1. The conduct of a programme of inspections and certification to ensure that locally operated vessels comply with all the requirements of all applicable national legislation with respect to ship safety and the protection of the marine environment.

2.4.2. The maintenance of complete records of all inspections.

2.4.3. A commitment to ensure that inspections and surveys are conducted in an efficient and expeditious manner to ensure safe operation by local operators.

2.5. Casualty Investigation

2.5.1. The investigation of marine casualties and incidents on Gibraltar state vessels world wide, and other vessels in Gibraltar territorial waters, with a view to determine what action, if any, is needed to ensure the protection of life and property at sea and the marine environment.

2.6. Legislation

2.6.1. The development of regulations and standards for the marine industry in the areas of maritime safety and marine environmental protection in particular to transpose the provisions of international conventions, and EC legislation into Gibraltar law.

2.7. Enforcement



2.7.1. The enforcement of regulations and standards for the marine industry in the areas of maritime safety and marine environmental protection, taking account of the commercial impact of the manner of enforcement.

2.7.2. The recommendation to the Minister for Enterprise, Development, Technology and Transport for the ordering of investigations into competence, conduct and/or fitness of an officer in case of loss of ship, loss of life, serious damage to a ship, heavy pollution and indications of impairment and criminal offence.

2.7.3. Assisting the Attorney General for Gibraltar to bring about the prosecution of offenders particularly in relation to serious offences against the laws of Gibraltar.

2.8. Certification of Seafarers

2.8.1. Ensuring seafarers on Gibraltar flag ships hold valid certificates appropriate to their rank and that they comply with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, (STCW 78) as amended.

2.9. Maritime Training and Safety Standards

2.9.1. The facilitation of national training programmes and establishments in conjunction with other Government authorities.

2.9.2. The maintenance of a record of all national maritime employees' qualifications.

2.10. International Activities

2.10.1. Assisting in the representation of Gibraltar maritime interests at EU and at international organisations and with agencies of foreign governments that have similar interests.





3. LONG TERM OBJECTIVES

Our long-term objectives remain as follows:

3.1. Internal Objectives

- 3.1.1. To maintain the ISO 9001:2000 quality standard accreditation.
- 3.1.2. To undertake successful audits under the IMO voluntary audit scheme in the near future.
- 3.1.3. To complete all casualty investigations within 6 months of an incident.
- 3.1.4. To undertake 95% of audits of Gibraltar flagged vessels with Gibraltar surveyors.
- 3.1.5. Host stands at internationally recognised shipping events in accordance with Government policy.

3.2. External Objectives

- 3.2.1. To continue Gibraltar's status as Red Ensign Group (REG) Category 1 Shipping Register while further developing it.
- 3.2.2. To further develop maritime training in Gibraltar for both officers and ratings.
- 3.2.3. To improve the quality of the ships registered in Gibraltar and the crew employed on them.
- 3.2.4. To improve Gibraltar's status on the Paris Memorandum of Understanding "White List" of quality flags.
- 3.2.5. To improve the status on applicable like-minded Memoranda of Understanding.
- 3.2.6. To visit the ships which have been identified by the Port State Control Inspection regime as posing the highest risk, and implement the necessary remedial measures?
- 3.2.7. Further development of Gibraltar in the area of merchant shipping, promotion of Gibraltar as a base for international shipping activities and enhancement of the international reputation of the Gibraltar flag.



4. ORGANISATIONAL STRUCTURE & STAFF

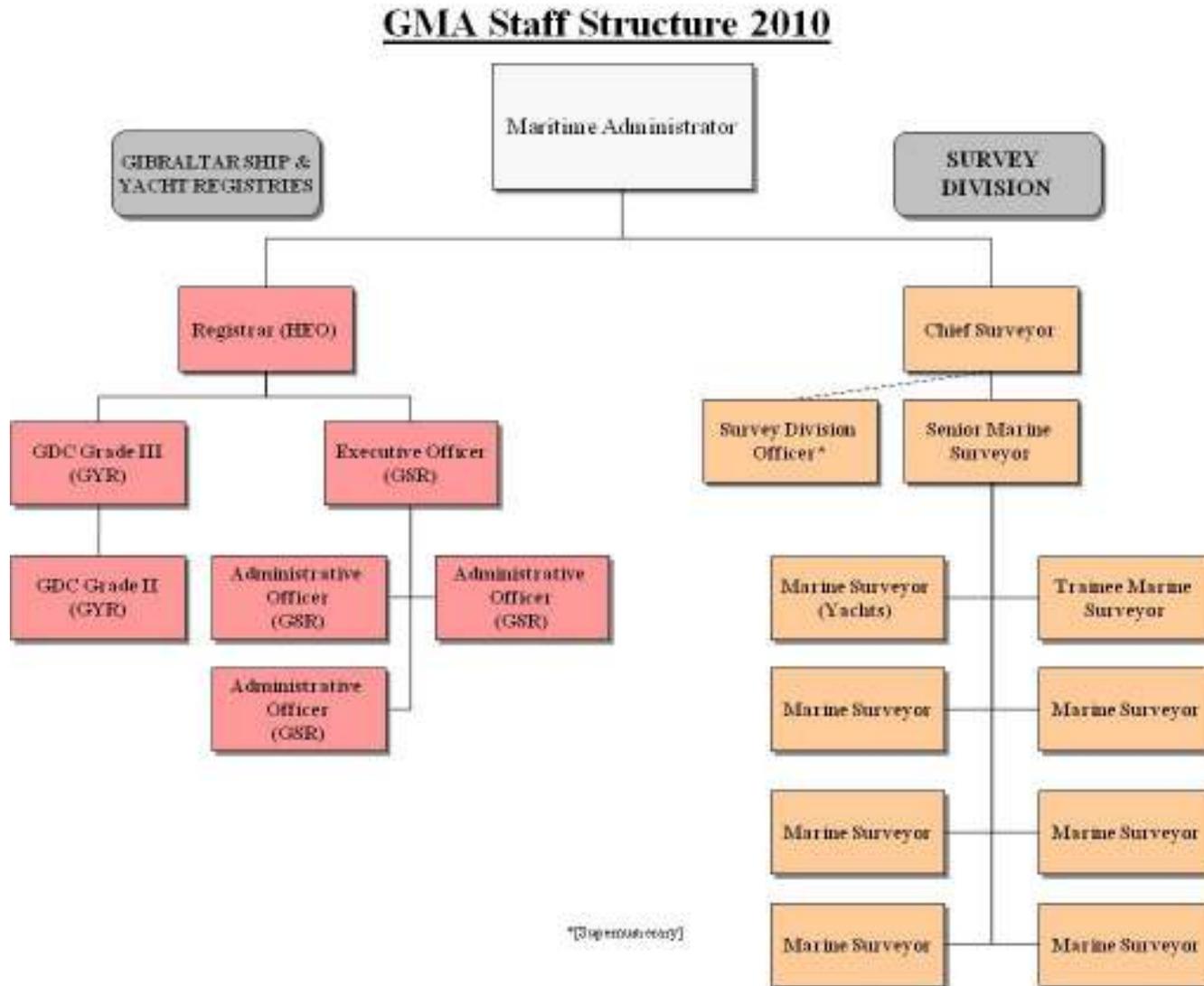
The Gibraltar Maritime Administration is headed by the Maritime Administrator who reports to the Government Minister responsible for Shipping.

As of the 31st March 2010 the Gibraltar Maritime Administration employed 13 full time staff members.

Of the 13 staff, four administration staff including the Registrar of Ships and one surveyor is employed on permanent and pensionable terms within the Gibraltar civil service. The remaining staff members are employed under Government contract terms on a 3-yearly renewable basis.



4.1. GMA Organogram





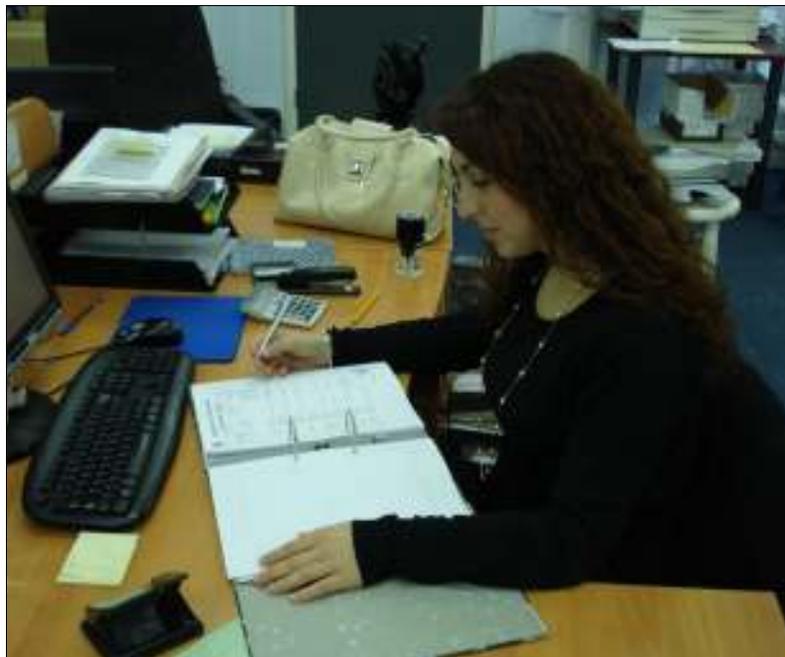
5. MAIN ACTIVITIES

5.1. Ship Registration

Gibraltar's shipping register is a register within the Red Ensign Group (REG). Together with the UK, Bermuda, British Virgin Islands, Cayman Islands and the Isle of Man, these are all Category 1 Registries. All REG members operate under policy formulated by the UK's Maritime and Coastguard Agency (MCA) in relation to safety standards and quality. An Annual Conference is held each year over the course of several days and is hosted by a different Register each year. This year it was again the turn of Gibraltar to host this important conference having last hosted it in 1999. The aim of the Conference is to provide an opportunity for a rich and open exchange between the delegates from the REG Group. It seeks to strengthen Maritime relationships between its members and aims to disseminate and promote best practise within the REG. The annual conference provides the forum for discussion of Maritime Policies, technical issues in respect of regulation, marine safety, pollution prevention and the welfare of seafarers for ships on their registers worldwide and for ships under other flags that visit the ports and waters of REG members.

During the week of the conference; Guests, Delegates and their accompanying partners enjoyed a Welcome reception hosted by Minister Holliday at the Mount where the Re-enactment Society performed the Ceremony of the Keys. The Chief Minister Peter Caruana hosted the Closing Dinner at St Michael's Cave in the beautiful Rock of Gibraltar where the Royal Gibraltar Regiment Band provided the evening's entertainment.

As the Gibraltar Register is an EU Member States' register, vessels registered in Gibraltar enjoy rights to cabotage within the EU.



Checking the Registers



As at **31st March 2010**, the Gibraltar ship registry had 312 vessels registered which included 168 full registrations, 136 bareboat registrations and 8 under construction registrations. The number of vessels registered represented a total tonnage of 2.27 million gross tonnes (Annex 1). This represents an increase of 9% from the previous year in the number of vessels and 29% in overall GT

The mean average age of the fleet is 10 years.

Recent new registrations have seen a high number of oil and chemical tankers join the fleet, a good proportion of these being new buildings and a fleet of large container vessels

5.2. Surveys and Inspection – (International)

The Gibraltar Maritime Administration has a policy to conduct International Safety Management Code (ISM) audits, International Ship and Port Security (ISPS) verifications as well as ILO inspection work by using exclusive surveyors employed by the flag state.

The majority of other statutory survey and inspection work, in accordance with International Conventions, is delegated to one of seven Classification Societies recognised by the Gibraltar Maritime Administration.

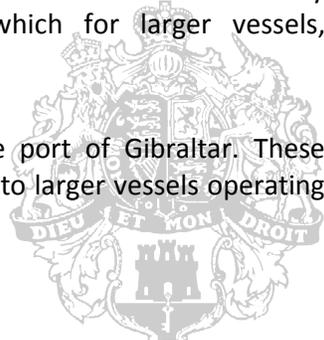
For the purposes of maintaining a quality register, it is also the policy of the Gibraltar Maritime Administration that a flag state surveyor visits each registered vessel at least once every 30 months to coincide with ISM initial, renewal and intermediate verification requirements, in line with International Maritime Organisation (IMO) guidelines. These visits, whenever possible, are harmonised with ISPS verification work.

In addition, it is also the policy of the Gibraltar Maritime Administration to carry out annual ISM office audits, in accordance with IMO guidelines. Currently 38 companies have valid Gibraltar Documents of Compliance (DOC's). Other owner/operators of Gibraltar registered vessels have been issued with a Letter of Acceptance (LOA) by the Administration. During the period 1 April 2009 until 31 March 2010, the Administration surveyors carried out 77 external surveys/audits.

5.3. Survey and Inspection – (National)

In addition to carrying out survey and inspections internationally, the Gibraltar Maritime Administration has the responsibility for annual survey inspection and certification of locally operated vessels in accordance with national legislation, which for larger vessels, incorporate international standards and requirements.

Currently, there are 70 vessels operating from and within the port of Gibraltar. These vessels range in size from small boats operating as harbour craft to larger vessels operating as bunker barges and storage vessels.



All of these vessels were surveyed or inspected during the year, in addition 4 audits of local companies were also carried out

The licence to operate a vessel locally is dependent on satisfactory survey and inspection and acceptable qualification of the crew.

Collectively, locally operated vessels employ approximately 220 personal.



A Marine Surveyor at work

5.4. Port State Control

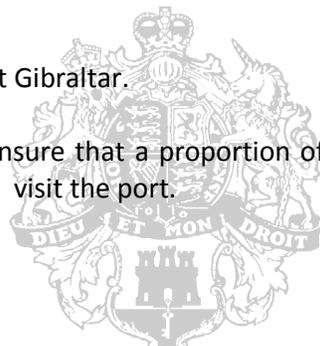
Gibraltar participates in the Paris MOU to give effect to policy in combating sub-standard shipping.

In this connection, there is currently a legal requirement to carry out Port State Control inspections on ships calling at Gibraltar to ensure compliance with international conventions. The number of inspections that need to be carried out equal 25% of the foreign flag ships calling at the Port of Gibraltar to load or discharge cargo alongside, and cruise ships.

In the reporting period for 2009 - 40 ships were inspected giving an inspection rate of 20.5% well below the Paris MoU required 25%.

A total of 7 ships were detained following port state inspections at Gibraltar.

The Gibraltar Maritime Administration has a policy in place to ensure that a proportion of the required inspections are carried out on passenger vessels that visit the port.



5.5. Certification of Seafarers

In accordance with STCW (Standards of Training, Certification and Watchkeeping for Seafarers) 1978, as amended, the Gibraltar Maritime Administration, in conjunction with the vessel operator, is responsible for ensuring seafarers on Gibraltar flagged ships hold valid certificates appropriate to their rank and qualifications.

In order to serve on a Gibraltar registered ship an officer should be in possession of a UK Certificate of Competency (COC) or a UK Certificate of Equivalent Competency (CEC). In the absence of a UK certificate/endorsement the officer requires a Gibraltar endorsement in recognition of an appropriate certificate.

Gibraltar recognises officers' certificates issued by flag states that are recognised for this purpose by the UK MCA.

During the period 1st January 2009 until 31 December 2009, 2,050—Recognition endorsements/revalidations were issued and 1,713 Provisional Recognition of Certificates were issued. (Annex 2).50% of all seafarers' certificates submitted for Recognition Endorsement were verified with the issuing administration during this period.

In addition to the issuing of Gibraltar endorsements, the Administration carries out examinations for the issue of local Boatmasters' Certificates of Competency, and Marine Engine Operators Licences. For the reporting period 30 such examinations have been conducted



Boat Master Examinations



5.6. Legislation

Arising from its membership of the EU, Gibraltar has an obligation to transpose EU maritime Directives. At the request of Gibraltar the UK will extend to Gibraltar IMO and ILO Conventions.

During the reporting period, the following Gibraltar Regulations came into force:

Date	Description	Topic	Hyperlink
9-Apr-09	Port (Amendment) Rules 2009	Port	View
1-Jul-09	GIBRALTAR MERCHANT SHIPPING (FEES, CHARGES AND TAXES) REGULATIONS 2009	Fees	View
29-Oct-09	Gibraltar Port Authority (Amendment) Act 2009	Port	View
1-Dec-09	GIBRALTAR MERCHANT SHIPPING (PREVENTION OF POLLUTION FROM SHIPS) REGULATIONS 2009	Marine Pollution	View
3-Dec-09	Port Operations (Registration and Licensing) (Amendment) Act 2009	Port	View
4-Mar-10	Gibraltar Merchant Shipping (Port Waste Reception Facilities) (Amendment) Regulations 2010	Port Waste Reception Facilities	View
29-Mar-10	Gibraltar Merchant Shipping (Marine Equipment) Regulations, 2002	Marine Equipment	View

During the reporting period, the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 was extended to Gibraltar and the necessary Gibraltar legislation was implemented

A list of Conventions that have been extended to Gibraltar can be found at Annex 3.



6. MARITIME SAFETY

Safety in shipping is a major issue of concern and importance for the Gibraltar Maritime Administration; consequently measures have been taken for the effective control of the fleet and the maintenance of high levels of safety.

A strategy to minimise the number of casualties and to reduce the rate of Port State Control detentions of Gibraltar registered vessels was implemented in 2002, and has been gathering momentum.

The strategy consists of three main measures: the strengthening of the Administration by the commitment of additional resources by the Government; a proactive approach in identifying problematic vessels on the register so appropriate early action can be taken to reduce the number of deficiencies and detentions on registered vessels and reducing the number of sub-standard ships on the register.

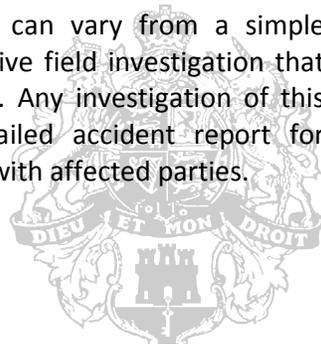
6.1. Detentions (Gibraltar registered vessels)

The substantial progress made by Gibraltar in respect of decreasing the number of detentions to Gibraltar registered vessels is evident in the Paris MoU annual reports, where the percentage of Gibraltar registered vessels detained has shown a steady decrease since 2003. For the third year running, 2008 saw Gibraltar improve its status on the Paris MoU 'White List' and move higher in the ranking of respectable flag administrations. The continuing policy of the Gibraltar Maritime Administration policy of offering help and guidance to poorly performing vessels and their operating companies has again proved to be beneficial to all concerned.

6.2. Casualties

In accordance with the appropriate International Conventions, primarily UNCLOS LOSC' 82, Loadline, SOLAS, MARPOL, STCW as amended and ILO 147, with guidance from the IMO Code for the Investigation of Marine Casualties and Incidents (A.849 (20) the Gibraltar Maritime Administration is required to carry out investigations into marine casualties and incidents on all vessels within its jurisdiction; Gibraltar registered vessels in any waters; and all vessels in Gibraltar territorial waters.

The level of investigation, following a report of an incident can vary from a simple administrative enquiry by telephone or letter, to a comprehensive field investigation that would normally require the attendance of at least 2 surveyors. Any investigation of this nature would normally be expected to culminate in a detailed accident report for submission, as a minimum, to IMO after a period of consultation with affected parties.



During the reporting period 82 incidents were reported, of which, four involved pollution, three fires, twenty collisions, thirteen groundings, ten injuries, thirteen machinery failures, thirteen groundings/collisions, four fatalities and . While many of the incidents were of a minor nature all of them were investigated to the appropriate degree. There were none reported from a Gibraltar registered vessel that warranted a Formal Casualty Investigation.

There were four fatal accidents on board Gibraltar registered ships during the reporting period. These were classed as very serious incidents under the relevant legislation. In two instances the death was due to natural causes, one was a death in the Port and one a death caused when a mooring rope snapped. In all cases a Surveyor was appointed to carry out an in-depth investigation. The reports on these incidents will be posted on the web site and reported to the IMO in due course.

In August 2007 the New Flame collided with the Torm Gertrud off Europa Point. Gibraltar was asked by the other two flag states concerned, Panama and Denmark, to lead in the subsequent investigation. This involved the re-deployment of resources and while the report took some time to complete the final report was welcomed by the other two flag states as a clear and concise report. The report was submitted through the UK to the IMO and subsequently published on both the GMA and the IMO web sites.

In October 2009, in the worst gale in living memory, the Fedra dragged her anchors and came ashore on Europa Point. Through the combined efforts of all the emergency services in Gibraltar and from Spain all the crew were saved. Within hours of the sea subsiding staff from the GMA boarded the vessel and removed many documents and, for the first time, the Voyage Date Recorder. There was a huge amount of information in paper form which was lost. However, for the first time there was the Voyage Data Recorder which records the conversations on the bridge. Plus all the senior officers, crew and a Superintendent who was on board were interviewed. Interviews were also carried out with the staff of the Port and the emergency services to start the process of piecing together the sequence of events which lead up to this casualty. During this reporting period the investigation is still ongoing.





The M/V 'FEDRA'



6.3. Monitoring of Classification Societies

The Gibraltar Maritime Administration, in conjunction with the UK MCA and other REG group members carry out a regular monitoring programme of its Recognised Organisations (RO's).

Article 11 of European Council Directive 94/57/EC as amended, requires that a Member State must satisfy itself that the recognised organisations acting on its behalf for the purpose of Article 3 (2), effectively carry out the functions referred to in that Article, by having the recognised organisations monitored by its competent administration. The Gibraltar Maritime Administration currently recognises the following organisations:

- 6.3.1. American Bureau of Shipping (ABS)**
- 6.3.2. Bureau Veritas (BV)**
- 6.3.3. Det Norske Veritas (DNV)**
- 6.3.4. Germanischer Lloyd (GL)**
- 6.3.5. Lloyds Register (LR)**
- 6.3.6. Nippon Kaiji Kyokai (ClassNK)**
- 6.3.7. RINA**

Monitoring exercises were carried out for the period 1 April 20098 to 31 March 201009. Each of the seven recognised organisations was assessed against the requirements of the Annex to Council Directive 94/57/EC of 22 November 1994 and when necessary areas of concern are discussed.

Written agreements are in place between Gibraltar and all the authorised RO's and monitoring is carried out in accordance with Annex IV of the agreement.

The Gibraltar Administration was an active participant in two monitoring visits to Germanischer Lloyd, the recognised organisation which deals with the majority of the Gibraltar fleet.

An audit of the Bureau Veritas Izmit Office in Turkey was also undertaken. This was in connection with the first new build for the Gibraltar registry from the TVK shipyard in Turkey.

The GMA also participated in the two annual meeting with all the above Recognised Organisations held in the UK with other members of the Red Ensign Group and raised several points with the meetings to ensure there was a consistent and high standard maintained across all the members.





From left to right: Steve Gomez (GMA Auditor), Mr Maarten Smit Quality Manager / DPA Lauranne Shipping, Capt. Sosnowski, Capt. Dumitru

6.4. Promulgation of information

One of the duties of the Administration is to keep owners/operators, masters/crews and Classification Societies updated on important shipping related regulations entering into force and Government notices and policy, by issuing relevant circulars.

The website that was launched in January 2006 continues to be very popular. The assistance it offers potential and existing clients in the exchange of information and the ability to download application forms etc has benefited all. Additionally the Shipping Guidance and Information Notices, the Administrative Instructions, including those for security matters and accident investigation reports are all available on the site. During the reporting the web site was re-designed to make the information more accessible and the feedback from the clients is being monitored to allow further improvements.

In Annex 4 is a list of all the circulars issued by the Administration up to the end of the reporting period.

The Administration also provides assistance, advice and guidance which may be ship specific. On average the Administration receives 50 E mails every day and has an internal target of answering them within a working day.

The Administration is consulted regularly by the Port and provides a valuable technical resource which can, in some cases, result in the surveyors spending some considerable time in the Port.



During this reporting period one surveyor was on secondment to the Gibraltar Port Authority, as Deputy Captain of the Port and has subsequently transferred to the Gibraltar Port Authority in this capacity. Capt Rob Cumbes was appointed Chief Examiner of Pilots.



7. OTHER ACTIVITIES

7.1. Quality

The high quality of management in the Gibraltar Maritime Administration received international recognition when it achieved ISO 9001:2000 quality standard accreditation in November 2005.

As well as raising the profile of the Gibraltar flag in international shipping the standard provides a framework from which the foundations have been built to ensure continual improvement in the various activities of the Administration, further enhancing its reputation.

However a new and improved standard was introduced from October 2008 and advantage was taken of this to completely revise the system to make it more user friendly for the staff who were closely involved and wrote most of the procedures.

The revised system was assessed and certified by an independent outside certifying body (SGS) on 10 August 2009 has meeting the standards of ISO 9001:2008

The periodical external audits and internal that have been conducted have shown that the system is a great benefit to the day-to-day operation of the Administration and ensures all procedures undertaken are done so in a controlled manner.

All staff attended and successfully passed the ISO Internal Auditors course, to enable all staff to undertake the schedule of internal audits to maintain the ISO accreditation.

It is also important that the training of all the staff contributes to their Continuous Professional Improvement, and to ensure the staff are up-to-date with new developments. During the reporting period surveyors attended the Port State Control Inspectors Seminars run by the European Maritime safety Agency, ISM Lead Auditors Course, the introduction course on Marine Accident Investigations, the GMDSS course and the GOG course, both in connection with safe means of emergency communications.

Another surveyor attended a Port Facilities Security Officers course and will assist both the security audits on board Gibraltar registered ship and in the Port.





A vessel in the Port of Gibraltar

7.2. Maritime Training in Gibraltar

Maritime training is another field to which particular attention is given because of its importance to safety at sea and the prevention of marine casualties.

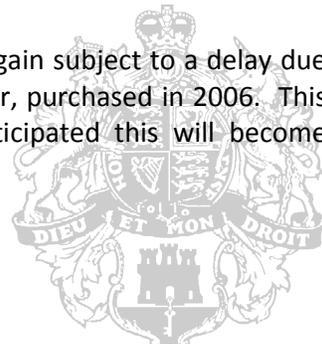
Historically, maritime training for those individuals in Gibraltar wishing to pursue a career at sea has been carried out in the UK. As a consequence, the cost of such training has proved very expensive, both to individuals and local shipping companies.

To address this, the Government of Gibraltar offers a sponsored Officer Cadet training programme.

The Government of Gibraltar, with the assistance of Aegean, Marine Service Shipping (Gibraltar) Ltd, Maritime (Gibraltar) Ltd and Vemaoil, has established a fund which enables Gibraltar students to attend a UK college for three years and attain a UK-MCA Certificate of Competency as an Officer-in-Charge of a Watch.

It is the intention that a minimum of two students from Gibraltar will enter the programme on an annual basis. During the reporting period one suitable candidate was offered the cadetship and he took up the place in the college in the UK. There are presently three cadets in the scheme, one in the final year, one in the second year and one who took up his place during the reporting period.

The delivery of the four basic training courses in Gibraltar was again subject to a delay due to the difficulty of identifying a suitable site for the fire simulator, purchased in 2006. This has now been placed on a site on the air field and it is anticipated this will become operational in the near future



7.3. International activities

In relation to international activities, Gibraltar together with the UK delegation and other members of the Red Ensign Group has a strong influence on international shipping at IMO, and other safety related institutions.

Senior Administration staff regularly attends committee meetings on Flag State Implementation, Marine Environment Protection, Marine Safety, and Standards of Training and Watchkeeping. The outcome of all of the Committees of the IMO are monitored to ensure any effects on the Gibraltar Maritime Administration are taken into account and the necessary follow-up action is taken.

7.4. Promotional activities

The promotion of the Gibraltar flag and of Gibraltar as an international shipping centre offering high standard shipping services is a significant ongoing activity of Gibraltar, and the Gibraltar Maritime Administration promotes this by attending International events.

As part of the promotion of the GMA a visit to some of the many Germany ship owner/operators in and around Hamburg was undertaken in October 2009. This was welcomed by the ship owner/operators who were pleased to receive the delegation and discussed their proposals for the coming year and to give feedback to the GMA on the service provided during the last year.

7.5. Revenue and expenditure

The Gibraltar Maritime Administration receives its budget from the Government of Gibraltar in the form of a financial vote every financial year. Additional funding for furniture and Information Technology assets are provided from the Government's central budget.

Total revenue for the Gibraltar Maritime Administration for the financial year 2008/09 amounted to £793,839.12.

Total expenditure for the Gibraltar Maritime Administration for the financial year 2008/09 amounted to £602,178.67.

A breakdown of income and expenditure is at Annexes 5 and 6.



ANNEX 1 – Registered vessels / Gross Tonnage

GIBRALTAR SHIP REGISTRY DATA

YEAR	NO. OF VESSELS	TOTAL GT	NEW REGISTRATIONS
1997	27	330,000	*
1998	26	299,215	*
1999	39	529,542	13
2000	65	633,681	26
2001	93	751,402	28
2002	138	1,058,401	51
2003	170	1,041,597	47
2004	175	1,131,713	25
2005	187	1,173,552	37
2006	217	1,326,871	45
2007	249	1,486,500	50
2008	271	1,660,804	51
2009	309	2,267,583	48
2010	312	2,272,183	11

06-Apr-10

<u>Mean Average Age of fleet:</u>	2000	<u>Mean Average GT of Fleet</u>	7,361
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Full Reg. GT:	1,251,139	No. of FR Vessels	168
Bareboat GT:	986,710	No. of BB Vessels	136
Ships Under Construction GT:	34,334	No. of U.C. Vessels	8
Total GT:	2,272,183	Total No. of Vessels	312



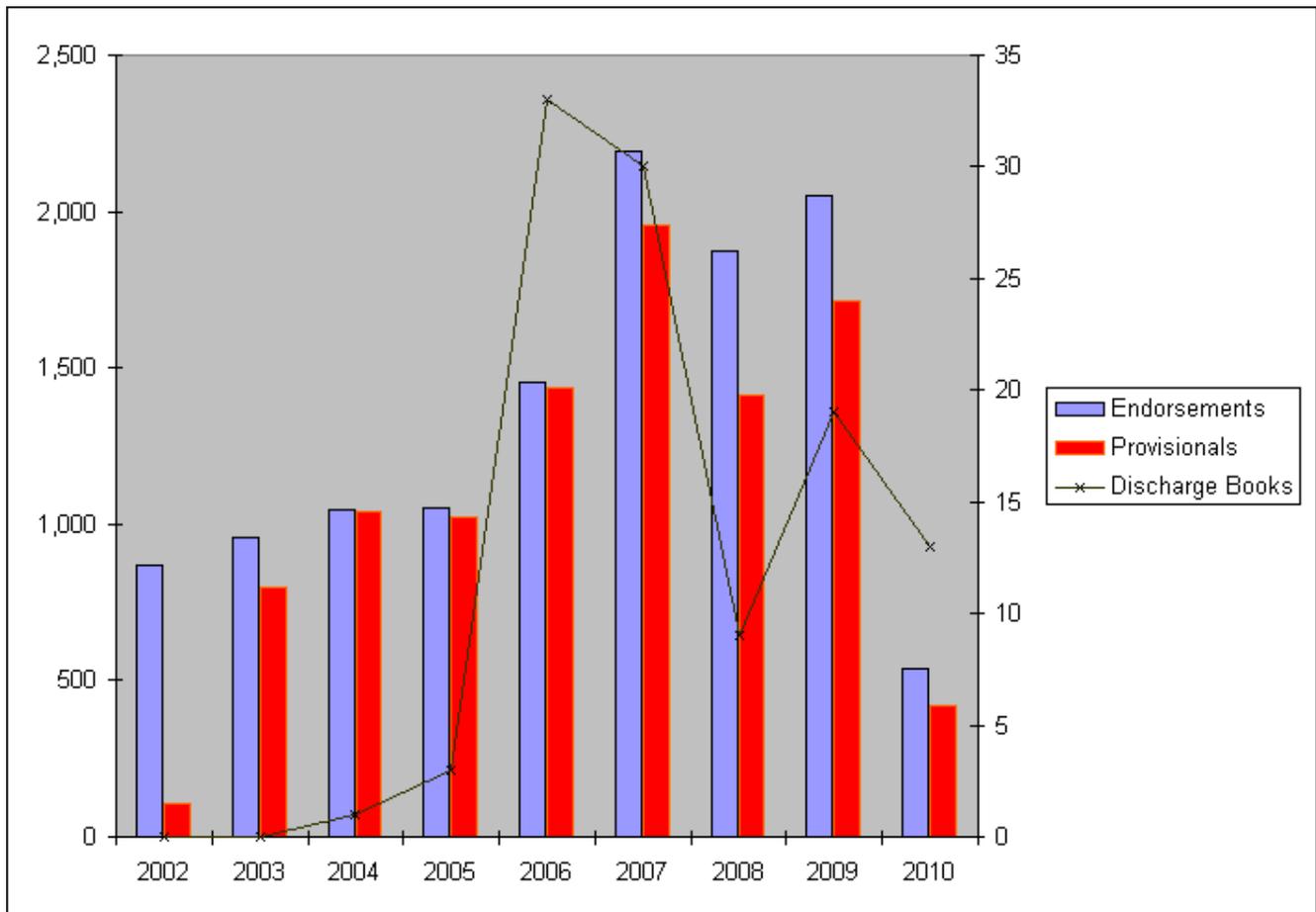
ANNEX 2 – STCW’95 Seafarers’ Endorsement Certificates and Provisionals issued

Gibraltar Ship Registry

Seafarers' Certificates issued:

Year:	Endorsements	Provisionals	Discharge Books
2002	871	108	0
2003	955	800	0
2004	1,047	1,041	1
2005	1,052	1,023	3
2006	1,452	1,437	33
2007	2,192	1,955	30
2008	1,872	1,412	9
2009	2,050	1,713	19
2010	536	417	13

06-Apr-10



ANNEX 3 – Conventions extended to Gibraltar

Convention Name	Entry into Force	Date extended to Gibraltar
UNCLOS		12-Jan-98
SOLAS 1974	25-May-80	01-Dec-98
SOLAS Protocol 1978	01-May-81	01-Dec-88
SOLAS Protocol 1988	03-Feb-00	30-Jan-04
LL 1966	21-Jul-68	01-Dec-88
LL Protocol 1988	03-Feb-00	30-Jan-04
Tonnage 1969	18-Jul-82	01-Dec-88
Colreg 1972	15-Jul-77	15-Jul-77
STCW 1978	28-Apr-84	27-Sep-95
SAR 1979	22-Jun-85	22-Jun-85
MARPOL 73/78 A I/II	02-Oct-83	01-Dec-88
MARPOL 73/78 A III	01-Jul-92	01-July 92
MARPOL 73/78 A V	31-Dec-98	31-Dec-88
Intervention 1969	06-May-75	08-Sep-82
CLC Protocol 1992	30-May-96	15-May-98
FUND Protocol 1992	30-May-96	15-May-98
PAL 1974	28-Apr-87	28-Apr-87
PAL Protocol 1976	30-Apr-89	30-Apr-89
LLMC 1976	01-Dec-86	01-Dec-86
Bunkers Convention 2001	21-Nov-08	28-Nov-08

ILO Convention Name

- **ILO 008** – Unemployment (Shipwreck).
- **ILO 016** – Medical Examination of Young Persons.
- **ILO 022** – Seaman’s Articles of Agreement.
- **ILO 023** – Repatriation of Seaman.
- **ILO 032** – Accident Protection (Dockers).
- **ILO 056** – Sickness Insurance (Sea).
- **ILO 068** – Food (Ships Crew).
- **ILO 070** – Social Security (Seafarers).
- **ILO 074** – Able Seaman Certification.
- **ILO 087** – Freedom of association.
- **ILO 092** – Crew Accommodation.
- **ILO 098** – Right to Organise and Bargaining.
- **ILO 108** – Seafarers Identity Documents.
- **ILO 133** – Crew Accommodation (Supplementary)
- **ILO 147** – Minimum Standards



ANNEX 4 – Circulars issued by the Gibraltar Maritime Administration

SHIPPING GUIDANCE NOTICES – CURRENT INDEX LIST

SGN No.	Issue Date	Subject
001	2005	General Guidance
002	2005	MARPOL Annex VI
003	2005	Amendments to SOLAS 1974,
004	2005	Radio Log Book
005	2005	Immersion Suits
006	Jan 2006	Emergency Escape Breathing Devices (EEBD's)
007	Apr 2006	Ballast Water Management Plans (BWMP's)
008	Apr 2006	Safety Equipment – Periodical Service and Maintenance
009	May 2006	Continuous Synopsis Records (CSR's)
010	Jul 2006	MARPOL Annex VI - Bunker Delivery Notes and Fuel Oil Samples
011	Aug 2006	ECDIS Requirements
012	Aug 2006	Incident Report Form
013	Sept 2006	Pulp Wood Timber Deck Cargoes - Securing
014	Feb 2007	Launching Appliances
015	Mar 2007	Carriage of Nautical Publications
016	Jan 2008	Carriage of Additional Immersion Suits
017	Jan 2008	Periodical Testing and or Servicing of Life Saving Appliances
018	Aug 2008	Implementation of LRIT
019	Aug 2008	Companies Approved as ASP's
019A	Sep 2008	Companies Approved as ASP's
019B	Oct 2009	Companies Approved as ASP's
019C	Jan 2009	Companies Approved as ASP's
020	Sept 2008	Carriage of Medical Oxygen Cylinders.
021	Dec 2009	The Carriage, Inspection and Testing of Immersion Suits onboard Gibraltar registered ships.

SHIPPING INFORMATION NOTICES – CURRENT INDEX LIST

SIN No.	Issue Date	Subject
001	2005	General Guidance
002	2005	Full Registration Renewals
003	2005	Port State Control – SOPEP & SMPEP Manuals
004	2005	Amendments to SOLAS 174
005	2005	Port State Control
006	Jan 2006	Gibraltar Department of Shipping - Website

007	Jan 2006	Change of Name
008	Jan 2006	STCW Administrative Instructions
009	Feb 2006	STCW Administrative Instructions
010	Mar 2006	Payment for Gibraltar Endorsements
011	Apr 2006	Changes to Survey and Travelling Time Fees
012	Apr 2006	Implementation of the Revision Annex II MARPOL & the IBC code
013	Aug 2006	Port State Control
014	Dec 2006	Office refurbishment
015	Jan 2007	Measures to Prevent Accidents with Lifeboats
016	Jan 2007	Reporting Port State Control (PSC) Detentions
017	June 2008	Lifting Appliances
018	July 2008	Recording of Sea time
019	Aug 2008	Implementation of the Bunker Convention
020	May 2009	Ship Security Officer - Certification
021	May 2009	Gibraltar Maritime Administration – Fees restructuring
022	May 2009	Guidance for Lay Up
023	July 2009	Long Range Identification Tracking (LRIT) System Update
024	Dec 2009	New Ship Station Licence Fees & Validity Period
025	Dec 2010	Radio Navigation Warning - ECDIS

Administrative Instructions:

AI No.	Issue Date	Subject
001	01.01.06	Fees and Charges (re-issued 05-05)
002	01.01.06	Exemption – ITC 69 (re-issued 10-05)
003	01.01.06	Official log/crew agreement (re-issued 12-05)

Local Maritime Directions

LMD No.	Issue Date	Subject
001	Jan/2006	GMDSS Compliance for Local Craft
002	Jan/2008	Survey & Inspection of Locally Operated Craft
003	Jan/2006	Office Hours
004	Jan/2006	Qualification & Certification Required for the Operation of a Domestic Craft
005	Jan/2006	Sea Areas and Significant Wave Heights
006	Sept/2006	Survey & Inspection of Locally Operated Craft
007	Nov/2006	Safety Training & Maintenance Manual for Gibraltar Harbour Craft
008	Nov/2006	Logbooks& Records for Gibraltar Commercial Harbour Craft
009	Nov/2007	Weather Restrictions Imposed on Locally Operated Domestic Passenger Craft

LEGAL NOTICES 2009

Legal Notice No.	TITLE
7	Gibraltar Merchant Shipping (Appointment of Maritime Administrator) Notice 2008
32	Gibraltar Merchant Shipping (Manning, Training and Certification for Seafarers) (Amendment) Regulations 2008
87	Merchant Shipping (Oil Pollution) (Amendment) Regulations 2008
92	Merchant Shipping (Oil Pollution) (Amendment) (No. 2) Regulations 2008



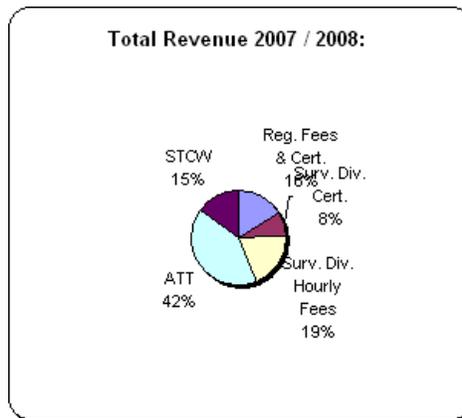
ANNEX 5 – Revenue – 2009/2010

Revenue 2009 / 2010 (since 1st April 2009)

RECEIPTS:	
Reg. Fees & Cert.	£122,504.00
Surv. Div. Cert.	£62,975.00
Surv. Div. Hourly Fees	£114,639.85
ATT	£350,767.09
STCW	£116,932.94
Total Revenue from receipts:	£767,818.88
Deposit	£178,602.32

ADJUSTMENTS:	
Reg. Fees & Cert.	£20,292.50
Surv. Div. Cert.	£8,832.50
Surv. Div. Hourly Fees	£50,232.36
ATT	£6,418.26
STCW	£14,755.00
Total Revenue from adjustments:	£100,530.62

Totals:	
Reg. Fees & Cert.	£142,796.50
Surv. Div. Cert.	£71,807.50
Surv. Div. Hourly Fees	£164,872.21
ATT	£357,185.35
STCW	£131,687.94
Total Revenue:	£868,349.50



ANNEX 6 – Departmental Expenditure 2009/2010

Details	Amount
Personal Emoluments (incl. Salaries)	£624,474.25
Office Expenses	£23,368.98
Operational Expenses (incl. REG Conference)	£65,026.86
Other Charges (Yacht Registry Contract)	£41,642.87
Total:	£754,512.96

