

RED ENSIGN GROUP REGISTRATION

BACKGROUND

The United Kingdom Secretary of State for Transport has general superintendence of the Red Ensign Group on all matters relating to merchant shipping and seamen.

The **Maritime & Coastguard Agency (MCA)** has delegated authority from the Secretary of State to ensure that the **REG Registers** maintain the highest international maritime standards in accordance with their obligations under the Conventions and in accordance with **UK policy**. The MCA fulfils this role through routine monitoring visits to each REG Register. As a part of its role the MCA organizes an annual conference of all the REG Registers and represents the interests of each in international fora such as the **IMO and the ILO**.

OBJECTIVES

The annual conference is held over the course of several days and aims to provide an opportunity for a rich and open exchange of views between delegates from the **Red Ensign Group** and the various Governmental Departments associated with maritime policy and the Crown Dependencies and Overseas territories. The conference seeks to strengthen maritime relationships between the different members and aims to disseminate and promote best practice within the Red Ensign Group. The Conference provides a forum for delegates to discuss policies and technical issues relating to current international rule making, maritime legislation, marine safety, pollution prevention, and the welfare of seafarers both for **ships registered under Red Ensign flags and for ships under other flags that visit the ports of members**.

Where the Conference agrees that one or more members complete an action, it should, as far as possible, be completed within the time specified.

Individual bilateral meetings between **the MCA** and a **REG Category one or two register** can be arranged if requested.

REPRESENTATION

Currently membership comprises:

CATEGORY ONE ADMINISTRATIONS	CATEGORY TWO ADMINISTRATIONS
BERMUDA	ANGUILLA
CAYMAN ISLANDS	BRITISH VIRGIN ISLANDS
GIBRALTAR	FALKLAND ISLANDS

ISLE OF MAN	GUERNSEY
U.K (MARITIME & COASTGUARD AGENCY, DEPARTMENT FOR TRANSPORT (SHIPPING POLICY), FOREIGN & COMMONWEALTH OFFICE AND DEPT OF CONSTITUTIONAL AFFAIRS	JERSEY
	MONTSERRAT
	ST HELENA
	TURKS AND CAICOS ISLANDS

CONFERENCE ORGANISATION

Secretariat services are provided by the MCA through the REG Secretariat. The agenda items for the conference include significant issues suggested by the MCA, by the REG members and by the attending Departments of Government, including the Department for Transport, Foreign and Commonwealth Office, and the Department of Constituently Affairs.

Draft papers containing significant policy issues will be issued three weeks prior to the conference giving the delegates sufficient time to bring their comments/policy line to the conference. Draft minutes of the conference will be circulated for comment within 6 weeks, and draft minutes to bilateral meetings within 8 weeks.

Post Conference Actions

Details of all steps to complete agreed actions should be sent to the REG Secretariat for inclusion on the conference action table, on a regular basis.

Frequency and Location of Conference

The conference will be held once a year (usually in May), and located in a member country. A forward programmed for conference venues will be agreed at least 12 months in advance. Currently the following have been agreed:

2007 - Guernsey

2008 - Cayman Islands

RED ENSIGN GROUP (REG) REGISTER

The Red Ensign Group is comprised of the **United Kingdom, UK Crown Dependencies (Isle of Man, Guernsey and Jersey)** and **UK Overseas Territories (Anguilla, Bermuda, British Virgin Islands, Cayman Islands, Falkland Islands, Gibraltar, Montserrat, St Helena and the Turks & Caicos Islands)** who operate shipping registers.

Any vessel registered in the UK, Crown Dependency or UK Overseas Territory, is a “British ship” and is entitled to fly the Red Ensign flag.

The 1995 Merchant Shipping Act provides for British possessions to be categorized according to the tonnage, size and type of vessel which can be registered. Under the Merchant Shipping (Categorization of Registries of Relevant British Possessions) Order 2003, these registers are divided into the following categories:

United Kingdom	
Category 1 Registers	Category 2 Registers
Bermuda British Virgin Islands Cayman Islands Gibraltar Isle of Man	Anguilla Falkland Islands Guernsey Jersey Montserrat St. Helena Turks & Caicos Islands

Category 1 administrations may register ships of unlimited tonnage, type and length. Category 2 administrations may register ships of up to 150 gross tons (GRT) and pleasure vessels, that is, those not operated commercially of up to 400 GRT (pleasure vessels, by definition, refer to ships used for sport or pleasure, which are not operated commercially).

Red Ensign Group Conference

In order to strengthen relations and promote best practice within the Red Ensign Group, a conference is held annually. The 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 visiting ships in their waters.

BERMUDA

The Government of Bermuda has enjoyed the opportunity and responsibility of operating a shipping register in Bermuda since 1789. The Department of Maritime Administration operates a Category One, Red Ensign Group British Register that provides for the registration of ships of any size, age or type.

Bermuda's comprehensive and modern maritime legislation mirrors that of the United Kingdom. In addition, Bermuda is a party to all of the applicable International Maritime and Labour Conventions.

Today the Maritime Administration operates as an independent department within the Ministry of Transport. The new department was established on April 1, 2002, and name change apart the new department will continue to undertake all duties and responsibilities previously carried out by the Registry of Shipping.

CAYMAN ISLAND

The Cayman Islands Shipping Registry is a Category One British Registry and as such is able to register vessels of any size, age and type, from small yachts to super tankers, provided quality standards are met. However, as a matter of policy, fishing vessels are not currently being registered except those owned locally and operating in Cayman waters.

The Cayman Islands provides a prompt and efficient registration service. The broad range of in-house expertise is well able to deal with all the main elements of operating a registry, namely registration, surveys, certification, the welfare of seafarers, safety at sea and pollution prevention.

- Some of the many advantages of registering in the Cayman Islands are:
- Competitive registration, survey and tonnage fees
- Professional marine survey capability
- A stable political fiscal and social climate that is well suited to ship owners' needs
- Absence of direct taxation
- Choice of a wide range of legal structures that qualify to own Cayman registered ships

GIBRALTAR

The Gibraltar Ship Register is a member of the Category One Red Ensign Group of the United Kingdom and United Kingdom dependency registers. The advantages of registering a ship in Gibraltar are many, not least fiscal and the benefits that derive from Gibraltar's status as part of the European Community and therefore the freedom to transport cargoes under the cabotage system. The Gibraltar Ship Register is fully recognized as an EC Member States' Register.

With the exception of fishing vessels, ships propelled by nuclear power and ships not classed with one of the recognized Classification Societies, the Register is open to all types of ships irrespective of size though ships over 20 years old will require special approval before being accepted.

ISLE OF MAN

The Isle of Man is a modern flag registry with a strong emphasis on quality, high standards and efficient service, aimed at providing a quality service for today's discerning owner. The Isle of Man operates a Category One, Red Ensign Group British Register that provides for the registration of ships of any size or type.

The Isle of Man Register is a component part of the British Register.

The Island is now a "Centre of Excellence" in the Irish Sea with locally based expertise in:

- Ship Management
- Ship Finance
- Marine Insurance
- Maritime Law Trust and Company formation with maritime expertise
- Today the Isle of Man is also the flag of choice for the most prestigious of the world's super yachts.

UNITED KINGDOM

The UK Register is one the oldest and most prestigious shipping registers in the world. The UK Register is operated by the Maritime and Coastguard Agency (MCA) who provide a flexible, responsive and customer focused approach to those companies who wish to fly the Red Ensign.

Over the past few years this Agency has become more customer friendly, working with industry to ensure a smooth transfer of ships onto the UK Register without compromising on our principles of safer lives, safer ships, cleaner seas. In these challenging times – and with a particular emphasis on security in the maritime community – the MCA will continue to lead the way internationally by ensuring the safety and quality of the UK and REG fleet.

ANGUILLA

Anguilla is the most northerly of the Leeward Islands in the Eastern Caribbean. Colonized by British and Irish settlers in 1650, Anguilla was administered as a single federation with St. Kitts and Nevis from 1958 to 1962 but sought separation in the 1960's, came under direct UK administration in the 1970s, and eventually became a separate British Dependent Territory in 1980.

Anguilla is a member of the British Red Ensign Group and operates as a Category Two Red Ensign (British) Registry, which can register ships of up to 150 gross tons (GRT)

and pleasure vessels, that is, those not operated commercially, of up to 400 GRT. Pleasure vessels, by definition, refer to ships used for sport or pleasure, which are not operated commercially.

BRITISH VIRGIN ISLAND

The British Virgin Islands comprise over 40 islands, islets and cays with a total land area of only 153 sq km scattered over some 3,445 sq km of sea. Sixteen of the islands are inhabited, the largest being Tortola, Anegada, Virgin Gorda and Jost van Dyke.

Discovered by Columbus in 1493, the islands came into British possession in 1666 when planters took control from the original Dutch settlers, and have been a British colony since 1672.

The British Virgin Islands are members of the British Red Ensign Group and operate as a Category One Red Ensign (British) Registry and is able to register all types of yachts, including mega yachts and super yachts up to 3000 gross tons (GT) and general cargo ships of unlimited tonnage.

FALKLAND ISLANDS

The Falkland Islands has operated its own Red Ensign register since 1861.

On 15 September 2003, a four-part register arrangement similar to that operated in the United Kingdom was commenced when the Falkland Islands adopted Parts I and II of the UK Merchant Shipping Act 1995 (with modifications).

The Register is ordinarily restricted to merchant vessels not exceeding a gross tonnage of 150, fishing vessels and small ships whose owners or charterers have a connection with the Falkland Islands and except in the case of the latter, all applications to register require the approval of the Governor.

GUERNSEY

The Register of British Ships at the port of Guernsey is part of the British Red Ensign Group and operates a Category 2 register for vessels up to 150 G.T. Legislation, to be introduced soon, will see this tonnage limit increase to under 400 G.T.

Guernsey, the second largest of the Channel Islands, has a long maritime history and holds firmly to its British identity. Over the last 110 years the Registry has enjoyed an active role in providing a valuable service to commercial and private vessel owners.

The Island, which is not part of the UK, maintains its Registry operations as a separate British territory, with the UK providing control over certain operational areas. Since

2000 the Registry has been administered by the States of Guernsey's Harbor Authority, a division of the Public Services Department.

The Registry maintains a high service standard to applicants for full British Registration (Part I), Fishing Vessel and Small Ships Registration. Specific eligibility requirements, relating to residency within the Bailiwick of Guernsey, exist for Fishing Vessel and Small Ship registration. However, provided a majority of the shares in a vessel is owned by a British national or British company incorporated in a relevant British territory or dominion, there are few other restrictions on eligibility for full British registration.

JERSEY

The benefits of Jersey as a Port of British Registry

Jersey is a Crown Dependency which has established a unique relationship with the English Crown since 1204. This grounding has facilitated the development of a mature and well-respected regulatory regime which meets international standards. As a leading international finance centre, Jersey can also offer the full range of legal, banking, company and trust services to assist potential vessel Owners to register in Jersey.

Being a member of the coveted Red Ensign Group, the Jersey registration system is monitored by the UK's Maritime and Coastguard Agency, and is an acknowledged market leader as a choice of port of Registry and has been active for over 200 years.

The Jersey Registry specializes in pleasure yachts up to 400 tons, but is also able to register small commercial vessels up to 150 tons. The popular A3 Certificate enclosed in the blue hardback cover is automatically issued, and the registration period lasts for 10 years. This extended period helps the Owner reduce renewal costs and causes less inconvenience.

MONTSERRAT

Montserrat is one of the Leeward Islands in the Eastern Caribbean, lying 27 miles southwest of Antigua and 40 miles northwest of Guadeloupe. The island is eleven miles long and seven miles wide entirely volcanic and very mountainous.

Named after a monastery in Spain by Christopher Columbus during his second great voyage in 1493, the island became a British Colony in 1632.

Montserrat is a member of the British Red Ensign Group and operate as a Category Two Red Ensign (British) Registry, which can register ships of up to 150 gross tons (GRT) and pleasure vessels, that is, those not operated commercially, of up to 400 GRT. Pleasure vessels, by definition, refer to ships used for sport or pleasure, which are not operated commercially.

ST. HELEENA

St Helena, Ascension and Tristan da Cunha are three UK Overseas Territories which together form a single territorial group under British sovereignty known as 'St Helena and its Dependencies'.

St Helena is a small island of volcanic origin in the South Atlantic with an area of 122sq km. It is 1,930 km from the west coast of Africa and 2,900 from South America.

St Helena is a member of the British Red Ensign Group and operate as a Category Two Red Ensign (British) Registry, which can register ships of up to 150 gross tons (GRT) and pleasure vessels, that is, those not operated commercially, of up to 400 GRT. Pleasure vessels, by definition, refer to ships used for sport or pleasure, which are not operated commercially.

TURK & CAICOS ISLAND

The Turks and Caicos Islands (TCI) form the south-eastern extremity of the Bahamas chain and lie 90 miles north of Haiti and the Dominican Republic and 575 miles south-east of Miami. The territory comprises some 40 islands and cays split into two groups by a deep-water channel, with a total land area of 193 square miles. Only six of the islands are permanently inhabited: Grand Turk; Salt Cay; South Caicos; Middle Caicos; North Caicos and Providential.

Turks & Caicos Islands are members of the British Red Ensign Group and operate as a Category Two Red Ensign (British) Registry, which can register ships of up to 150 gross tons (GRT) and pleasure vessels, that is, those not operated commercially, of up to 400 GRT. Pleasure vessels, by definition, refer to ships used for sport or pleasure, which are not operated commercially.