

THE SHIP SAFETY LAW

Law No. 11, March 15, 1933 as amended by

Law No. 87, July 16, 1999

Note: This is not an official English translation. It has been prepared as a convenience for those who desire to have a general understanding of Japanese rules. Consequently, reference should be made to the original Japanese text when you encounter something questionable or hard to understand.

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CHAPTER I. SHIP INSTALLATIONS

(Purpose of the Law)

Article 1

No Japanese ship shall be employed in navigation unless such measures are taken on board in accordance with this Law as are necessary for maintaining the ship in a seaworthy state and for the safety of human life.

(Technical Requirements)

Article 2

1. Necessary measures shall be taken on board each ship as prescribed by Regulation as regards matters as enumerated in the following items:
 - (1) Hull;
 - (2) Machinery;
 - (3) Sails and riggings;
 - (4) Drainage appliances;
 - (5) Steering, mooring and anchoring gear;
 - (6) Life-saving and fire-fighting appliances;
 - (7) Accommodations;
 - (8) Sanitary devices;
 - (9) Navigational instruments;
 - (10) Arrangements for the stowage of dangerous goods and other special cargoes;
 - (11) Appliances for loading or unloading and other kindred operations;
 - (12) Electric installations;

(13) Such matters as may be specially designated by the competent Minister in addition to the items enumerated above.

2. The provisions of the preceding paragraph shall not apply to small ships propelled by oars and which are designated by the competent Minister, nor to other ships specifically designated by the Minister.

(Load Lines)

Article 3

The ships mentioned below shall be marked with their load lines as prescribed by Regulations. However, this shall not apply to submarine ships and other vessels for which it is considered unnecessary by the competent Minister to have the load line marked:

- (1) Ships certified to navigate in ocean going areas or major coast areas;
- (2) Ships certified to navigate in coasting area whose length is 24 meters or more;
- (3) Fishing vessels whose gross tonnage is 20 tons or more.

(Requirements for Radiotelegraph Installations, etc.)

Article 4

1. Ships shall be fitted with a radiotelegraph installation or radiotelephone apparatus (hereinafter referred to as "radiotelegraph installation, etc.") complying with the provisions of the Radio Law (Law No. 131, 1950) and shall be capable of being used for two-way radiocommunication between the ship and shore facilities regarding the seaworthiness of the ships and the safety of life according relation to their areas of navigation in accordance with the provisions of the Regulations. However, certain ships may be exempted from this requirement in case where the competent Minister deems the exemption necessarily appropriate or the requirement unnecessary due to the purpose of a voyage or other causes.
2. The provisions of the preceding paragraph shall not apply to ships mentioned in Article 2, paragraph 2 nor to other ships which, in accordance with the Regulations, are not required to be fitted with a radiotelegraph installation, etc.

(Periodical Inspection, etc.)

Article 5

1. Shipowners shall, as prescribed by the Regulations, submit for inspection those of their ships which fall under the provisions of Article 2, paragraph 1 as regards those matters pertaining to each item enumerated in the same paragraph, ships coming under the provisions of Article 3 as regards their load lines, and ships coming under the provisions of paragraph 1 of the preceding Article as regards their radiotelegraph installations, etc. in accordance with the following classifications.
 - (1) A thorough inspection to be conducted before the ship is first put into service, or when the period of validity of Ship Inspection Certificate as prescribed in Article 10 has expired (periodical inspection);
 - (2) A simplified inspection to be conducted between one periodical inspections and another at the time prescribed by the Regulations (intermediate inspection);
 - (3) An inspection to be conducted when modifications or repairs as specified in the Regulations as regards those matters relating to each item enumerated in Article 2, paragraph 1 or to a radiotelegraph installation, etc. take place; when the position of the load line as designated by Article 9, paragraph 1 and the conditions mentioned on the Ship Inspection Certificate are altered; or when designated by the Regulations (occasional inspection);
 - (4) An inspection to be conducted when a ship which does not possess a Ship Inspection Certificate is going to engage in a temporary voyage (temporary navigation inspection);
 - (5) Excluding the preceding respective sub-paragraphs, an inspection to be conducted when the competent Minister deems it necessary to conduct an inspection due to unsatisfactory compliance with the conditions of Article 2, paragraph 1 (special inspection).
2. The competent Minister may exempt ships from intermediate inspection as prescribed by the Regulations.

(Inspection During Construction, etc.)

Article 6-1

1. The builder of a ship of not less than 30 meters in length that is to be constructed in a locality where the present Law is in effect shall subject such a ship to the inspection prescribed by the Regulations (inspection during construction) from the time when the construction work has commenced as regards the matters falling under Article 2, paragraph 1, sub-paragraphs 1, 2 and 4 in the case of a ship falling under the provisions of Article 2, paragraph 1, or as regards the load line in the case of a ship falling under the provisions of Article 3 unless the competent Minister deems the exemption from the inspection prescribed above to be necessarily appropriate or the said inspection to be unnecessary.

2. The builder of a ship of less than 30 meters in length to be constructed in a locality where the present Law is in effect and a ship to be constructed in a locality where the present Law is not in effect may, as prescribed by the Regulations, subject such a ship to an inspection during construction as mentioned in the preceding paragraph.
3. Any of the items stipulated in Article 2, paragraph 1 and which are prescribed by the Regulations may, when so prescribed by the Regulations, be subjected to the inspection even before the ship to be equipped with such item is specified.
4. Matters which have satisfactorily undergone inspection as mentioned in the preceding paragraph shall, as prescribed by the Regulations, be exempted from the inspection mentioned in the preceding Article (excluding special inspections) and the inspection mentioned in paragraph 1 of this Article (only within the limit of the items which have satisfactorily undergone the inspection prescribed in the preceding paragraph).

(Exemption from Inspections)

Article 6-2

When a person or entity who has been approved by the competent Minister to build ships or manufacture items as stipulated in Article 2, paragraph 1, which are prescribed by the Regulations, or approved to engage in remodeling or repair work (hereinafter referred to as conversion work) as prescribed by the provisions of Article 5, paragraph 1, sub-paragraph 3, manufactures, remodels or repairs a ship or relevant parts thereof and it is confirmed that such manufacturing and conversion work as regards this approval is performed in compliance with the provisions of Article 2, paragraph 1, the above-mentioned manufacturing, conversion work may be exempted from the inspections described in Article 5 (excluding special inspections) and the preceding Article.

Article 6-3

When a person or entity who has been approved by the competent Minister to maintain ships or the items stipulated in each item of Article 2, paragraph 1 and who has obtained the certification of the competent Minister, which is granted to each location where said maintenance is performed, based on the ability to perform the maintenance in accordance with the maintenance instructions which have been prepared by the person or entity who builds ships or manufactures items as stipulated in Article 2, paragraph 1 which are prescribed by the Regulations, and approved by the competent Minister performs maintenance (excluding the repair work prescribed by Article 5, paragraph 1, sub-paragraph 3, hereinafter the same) on ships or items and when it is confirmed that the execution of maintenance conforms to the approved maintenance instructions, the above-mentioned maintenance

may be exempted from the periodical inspection or intermediate inspection which is to be performed within 30 days of completion of said work. However, those ships and items which required an occasional inspection are not exempted from this provision.

Article 6-4

1. When a manufacturer of the ships and items which are stipulated in each item of Article 2, paragraph 1, and which are prescribed by the Regulations, whose type is approved by the competent Minister, manufactures ships and items of the approved type and which pass an inspection verifying whether the ships or items conform to the approved type (hereinafter referred to as verifying inspection) conducted by the competent maritime authorities, a person designated by the competent Minister (hereinafter referred to as the designated inspection organization) or by the small-ship inspection organization as prescribed in the subsequent chapter, the ships and items may be exempted from the inspections prescribed in Article 5 (excluding special inspections) and Article 6.
2. When a manufacturer whose product type is approved according to the preceding paragraph and whose ability to manufacture said ships and items is approved by the competent Minister according to the provisions of Article 6-2, manufactures said ships and items, and it is confirmed that said ships and items are in compliance with the approved type, the above-mentioned ships and items are deemed to have passed the verifying inspection prescribed in the preceding paragraph.

Article 6-5

1. When a person recognized by the competent Minister has carried out, as prescribed by the Regulations, an inspection of ships of less than 20 tons gross tonnage (hereinafter referred to as "small ship") which are specified in the Regulations and who has confirmed that the small ship comply with the provisions of the Regulations under Article 2, paragraph 1 of this Law, the intermediate inspection of said small ship which is about to be carried out within 30 days thereafter in accordance with the provisions of the Regulations shall be omitted. However, this omission shall not apply to small ship for which any cause to undergo an occasional inspection during this period has arisen.
2. Necessary matters regarding recognition as prescribed in the preceding paragraph shall be prescribed by the Regulations.

(Competent Maritime Authorities in Charge of Inspections)

Article 7-1

1. The inspection as provided in Article 5 or Article 6, paragraph 1 or paragraph 2 shall, unless otherwise specifically provided for by the competent Minister, be conducted by the competent maritime authorities controlling the locality where the ship or ships concerned are located.
2. The inspection as provided for in Article 6-1, paragraph 3 shall be conducted by the competent maritime authorities controlling the locality where the items concerned are located.
3. The inspection as provided in Article 6-4, paragraph 1 shall be conducted by the competent maritime authorities controlling the locality where the manufacturer of a ship or items concerned is located.

(Entrustment of Small Craft Inspection Business)

Article 7-2

1. Performance of inspections (excluding special inspections or re-inspection) stipulated by the Regulations for small ships shall (excluding that of inspections of the small ships as defined by the Regulations, hereinafter referred to as "small ship inspections") be undertaken by the small ship inspection organization when it is so established as prescribed in the subsequent chapter.

In such cases, the competent maritime authorities shall be known as the small ship inspection organization specified in Article 8, Article 9, Article 10-2 and Article 11.

2. When small ship inspection organizations cannot smoothly execute their duties due to natural disasters or other reasons, and when deemed necessary by the competent Ministry, the competent maritime authorities shall be in charge of performing such inspections as prescribed in the preceding Article.

(Classification Societies)

Article 8

1. Ships other than passenger ships (ships certified for the maximum number of passengers allowed on board of more than 12; hereinafter the same) which have undergone an inspection by any Classification Society of Japan authorized by the competent Minister (hereinafter referred to as "Classification Societies"), and which have had their class registered shall, so long as their class remains in effect, be regarded as having satisfactorily undergone inspection, other than special inspection, of the competent maritime authorities as regards the matters as mentioned in Article 2, paragraph 1 and their load lines (excluding inspections stipulated in the Regulations).
2. Necessary matters as regards the direction to the Classification Societies shall be prescribed by the Regulations.

(Ship Inspection Certificate, etc.)

Article 9

1. The competent maritime authorities shall issue a Ship Inspection Certificate and a Ship Inspection Completion Slip to ships (in case of a Completion ship for small ships only) which have satisfactorily undergone a periodical inspection, designating the navigation area (fishing restriction in case of a fishing vessel), maximum number of persons allowed on board, maximum boiler pressure and the position of the load line.
2. The competent maritime authorities shall issue a Temporary Navigation Permit to a ship which has satisfactorily undergone a Temporary Navigation Inspection.
3. The competent maritime authorities shall issue a Certificate of Approval or affix a Seal of Approval to a ship or an item which has satisfactorily undergone verifying inspection as stipulated in Article 6.
4. The competent maritime authorities, designated inspection organizations or the small ship inspection organization shall issue a Certificate of Approval or affix a Seal of Approval to a ship or an item which has satisfactorily undergone verifying inspection as stipulated in Article 6-4, paragraph 1.
5. A person designated by Article 6-4, paragraph 2 shall place the marking designated by the Regulations on the ship or on the item which has been confirmed by the said paragraph.
6. The maximum boiler pressure and the position of the load line of a ship as mentioned in the preceding Article as determined by the Classification Society shall be regarded as having been so determined by the competent maritime authorities.

(Terms of Validity of Ship Inspection Certificates)

Article 10-1

1. The term of validity of a Ship Inspection Certificate shall be five years. However, in the case of ships which navigate in smooth water areas or small ships designated by the Regulations other than passenger ships, the term of validity shall be for six years.
2. The Ship Inspection Certificate shall, in cases specifically prescribed by the competent Minister, remain valid for three months after the expiration of the original term of validity. In such cases, necessary matters shall be as prescribed by the Regulations.
3. As regards ships which have failed to pass an intermediate or occasional inspection, the validity of the Ship Inspection Certificate of such a ship shall be suspended until the said ship has satisfactorily undergone the said inspection.
4. The term of validity of the Ship Inspection Certificate for ships as mentioned in Article 8 shall expire when the registration of the class of such ships are canceled, or when such ships become passenger ships.

(Ship Inspection Records)

Article 10-2

The competent maritime authorities shall issue a Ship Inspection Record Book to ships which have satisfactorily undergone the first periodical inspection for the purpose of recording matters related to the ship inspection.

(Provision of Mandate)

Article 10-3

Necessary matters as regards possession and display of the Ship Inspection Certificate, the Ship Inspection Completion Slip, the Temporary Navigation Permit and the Ship Inspection Record Book shall be prescribed by the Regulations.

(Re-inspection and Re-verification)

Article 11

1. In case a person who has his ship subject to inspection or verification of conformity with type approval by the competent maritime authorities has any objection to lodge as regards the inspection or verification, he may apply to the competent Minister for a re-inspection or re-verification, as appropriate, stating the reasons therefore within thirty days from the day following the day that the information regarding the inspection or verification result is accepted, and in case a person has any objection to lodge as regards the re-inspection or re-verification, he may apply to the competent Minister for cancellation of said re-inspection or re-verification.
2. A person who has applied for a re-inspection or re-verification of a ship shall not alter the original conditions of any relevant part of the ship without the permission of the competent Minister.
3. A person who has any objection to lodge regarding an inspection or verification according to paragraph 1 may lodge such objection only under the provisions of the same paragraph.
4. In the case of verification made by the designated inspection organization or the small ship inspection organization, the competent maritime authorities prescribed in paragraph 1 shall be read as being the designated inspection organization or the small ship inspection organization in applying the provisions of said paragraph of the Article.

(Spot Checks)

Article 12

1. The competent maritime authorities may, at any time deemed necessary, cause a competent official to visit and inspect a ship or the factory or facility approved according to the provisions of Article 6-2, Article 6-3 or Article 6-5, paragraph 1. In such cases, the competent official shall carry with him an identification card certifying to his official status.
2. The competent maritime authorities may, when deemed necessary, cause the owner of a ship, the master of a ship or a person approved according to the provisions of Article 6-2 ,Article 6-3 or Article 6-5, paragraph 1 to report on the ship's seaworthiness and its safety for human life as prescribed by the Regulations.
3. The competent maritime authorities may, when recognizing any contravention of this Law, suspend navigation of the ship or take other measures as appropriate.

(Investigation and Handling of Complaints Regarding Seaworthiness)

Article 13

If at least half of the crew of a ship having a complement of less than 20 crew members, or ten crew members or more of a ship with a complement of 20 or more crew members lodge, as prescribed by the Regulations, such protest that the seaworthiness of the ship, or the accommodation, sanitary equipment or any other equipment of the ship that affects the safety of human life is in seriously defective condition, the competent maritime authorities shall investigate the circumstances of said defect, and take, when deemed necessary, the measures stipulated in the preceding Article, paragraph 3.

(Ship Inspectors)

Article 14

The competent Minister shall assign ship inspectors from among the officials in the respective departments and require them to handle the duties regarding the inspections stipulated in this Law.

(Effectiveness of Certificates under Other Country's Laws Related to Seaworthiness or Safety of Life)

Article 15

1. When any law, corresponding to the present Law, regarding the pertinent ships stipulated in item 3 of Article 29-7 is accepted as equivalent to the present Law by the competent Minister, the certificates of the ship's seaworthiness and its safety for human life issued in accordance with the law may take the same effect as do those issued in accordance with present Law.

2. The provisions of the preceding paragraph shall not apply to ships that belong to a country which does not recognize the effect or validity of certificates issued in accordance with the present Law.

Article 16

Deleted

(Penalties)

Article 17

Any person who has concealed, altered or effaced load line markings shall be punished with a fine of not more than 500,000 yen.

Article 18

1. The owner or the master of a ship coming under any of the following sub-paragraphs shall be punished with penal servitude of not more than one year or a fine of not more than 500,000 yen.
 - (1) In cases where a ship has been employed in navigation without a Ship Inspection Certificate or a Temporary Navigation Permit, except as prescribed by the Regulations;
 - (2) In cases where a ship has been employed in navigation outside the designated navigation area or in violation of fishing restrictions;
 - (3) In cases where a boiler has been worked at a pressure beyond the maximum allowed;
 - (4) In case passengers and other persons have been accommodated in excess of the maximum number of persons allowed on board;
 - (5) In cases where a ship has been loaded such that it becomes submerged below the load line mark;
 - (6) In cases where a ship required to be fitted with a radiotelegraph installation, etc. has been employed in navigation without such installation;
 - (7) In cases where a ship has been employed in navigation without undergoing an intermediate or special inspection;
 - (8) In addition to the cases enumerated in the preceding items, in cases where a ship has been employed in navigation in violation of the conditions stated on the Ship Inspection Certificate or the Temporary Navigation Permit;
 - (9) In cases where a ship has been employed in navigation without an Occasional Inspection when the remodeling or repair items prescribed in Article 2, paragraph 1, or a radiotelegraph installation, etc. after the inspection prescribed by Article 5 have taken place or when the said paragraph of the Article requires such an inspection.

2. When the master of a ship violates any of the sub-paragraphs of the preceding paragraph the master of the ship shall be punished and the owner of the ship shall also be subject to a fine.
3. When any crew member other than the master of a ship violates any of the sub-paragraphs stipulated in paragraph 1 above, he shall be punished and the master of the ship shall be subject to a fine as prescribed in paragraph 1 above.
4. When any representative, agent, subordinate or other employee of a shipowner, excluding crew members, violates any of the items stipulated in paragraph 1 above, he shall be punished and the owner of the ship shall be subjected to a fine as prescribed in paragraph 1 above.

Article 19-1

Any person who has obtained, by fraud or any other unlawful act, a Ship Inspection Certificate, a Ship Inspection Completion Slip, a Temporary Navigation Permit or a Certificate of Approval shall be punished with penal servitude of not more than one year or with a fine of not more than 500,000 yen.

Article 19-2

Any person who has placed the notice designated by Article 9, paragraph 5 in a ship or on the items designated in Article 2, paragraph 1 which have not been confirmed in accordance with Article 6-4, paragraph 2 shall be punished with penal servitude of not more than six months or a fine of not more than 300,000 yen.

Article 20

The owner or master of a ship who violates any of the measures prescribed in Articles 12 or 13 shall be punished with a fine of not more than 500,000 yen.

Article 21-1

Any person who has refused, disturbed or evaded the visit and inspection by a competent official stipulated under the provisions of Article 12, paragraph 1 or who has failed to make an explanation on competent official's examination or who has submitted a false statement shall be punished with a fine of not more than 200,000 yen.

Article 21-2

When the owner or the master of a ship or any person who has been approved in accordance with the provisions of Article 6-2, Article 6-3 or Article 6-5, paragraph 1 has failed to report as prescribed by Article 12, paragraph 2 or has filed a false report shall be punished with a fine of not more than 200,000 yen.

Article 22

Any crew member who has submitted a false statement and has caused the competent maritime authorities to investigate in accordance with the provisions of Article 13 shall be punished with a fine of not more than 200,000 yen.

Article 23

1. Any official or staff member of a Classification Society who has accepted or requested a bribe in connection with an inspection as regards the matters mentioned in Article 2, paragraph 1 or an inspection regarding load lines (excluding inspections stipulated in the Regulations) or who has made a promise to accept a bribe with respect to a ship stipulated by Article 8, shall be punished with penal servitude of not more than three years, or when upon such acceptance, request, or promise the official or staff member has taken wrongful action or has been negligent in the performance of his duty, said official or staff member shall be punished with penal servitude of at least one year and of not more than ten years.
2. The bribe accepted in the cases prescribed by the provisions of the preceding paragraph shall be confiscated. When a part or all of the bribe cannot be confiscated, such sum shall be collected from the official or staff member who has accepted the bribe.

Article 24-1

1. Any person who has given, proposed or promised a bribe with respect to an inspection, as stipulated in the preceding Article, to any of the officials or staff members of a Classification Society shall be punished with penal servitude of not more than three years or a fine of not more than 1,000,000 yen.
2. When a person who has committed such a crime as prescribed by the preceding paragraph delivers himself to justice, the person may have their punishment commuted or remitted.

Article 24-2

1. Provisions for penalties may be established with regard to the Regulations prescribed by Article 8, paragraph 2 and Article 10-3.
2. The punishment to be prescribed by the penal provisions specified by the preceding paragraph shall consist of a fine of not more than 200,000 yen.

Article 25

In case the representative of a juridical person or a proxy, employee or other worker of a juridical or natural person has committed a violation as prescribed in any of Article 19 to Article 21-2 in connection with the duties and affairs of the juridical or natural person, such juridical or natural person shall be punished with a fine as prescribed in each relevant Article of the Law in addition to the punishment imposed on the offender.

Chapters II and III are omitted.

CHAPTER IV. MISCELLANEOUS PROVISIONS

(Application of Provisions on Shipowners and Masters)

Article 26

With regard to the present Law and regulations under the present Law, those provisions concerning an owner of a ship shall apply to the supervisor of the ship in the case that a supervisor is appointed for a ship owned in common, and to the borrower of the ship in the case of borrowed ship, and the provisions concerning the master of a ship shall apply to the person who performs the duties of master in lieu of him.

(Effectiveness of Treaties)

Article 27

In cases where specific mention is made regarding the seaworthiness and safety of human life on board ships in a given treaty, the provisions of that treaty shall be observed.

(Measures Regarding the Prevention of Danger during Navigation)

Article 28

1. Matters concerning the transport and storage of dangerous goods and other special cargoes, and matters necessary for the prevention of danger such as giving notice of danger and meteorological conditions, shall be defined by the Regulations.
2. Mandatory penalties shall be stipulated for failure to observe the provisions of the preceding paragraph.
3. The punishment to be prescribed by the penal provision specified by the preceding paragraph shall be a fine of not more than 300,000 yen.
4. The provisions of Article 12 shall be applied in the execution of paragraph 1 of this Article.

Article 29-1

Deleted

Article 29-2

Deleted

(Transfer to Regulation)

Article 29-3

In addition to the provisions mentioned in the preceding respective Articles, those matters necessary for the enforcement of the present Law and treaties concerning the seaworthiness and safety of human life on board ships shall be defined by the Regulations.

(Fees)

Article 29-4

1. Those who are in need of inspection, authorization, approval, type approval or verification of conformity with type approval (excluding verification by a small ship inspection organization or designated inspection organization, the same hereinafter), or re-issuance or renewal of documents concerning inspections in accordance with the regulations of Chapter 1 (hereinafter referred to as inspections, etc.) shall pay a fee which takes into consideration the actual cost to the government (in the case of inspections conducted by the small ship inspection organization the fee should be paid to the organization). However, this Article does not apply in the case of an inspection for the Government conducted by the competent Minister or the competent maritime authority.
2. The fees prescribed in the preceding paragraph paid to the organization constitute income for the organization.
3. Fees for inspection, issuance of certificates and approval of methods of cargo transfer prescribed in the Regulations concerning the execution of the provisions of the preceding Articles or the Regulations based on the provisions of Article 28, paragraph 1 shall be collected as prescribed by the Regulations taking the actual costs involved into consideration.
4. When it has been prescribed by the Regulations, as regards the execution of the provisions of Article 2, paragraph 1, that those persons who have conducted work on the matters stipulated in each item of the said paragraph shall pass an examination administered by the competent maritime authority, any fees for said examinations, which take into consideration the actual costs involved, may be levied on such persons.

(Investigation into Dissatisfaction)

Article 29-5

Those persons or entities who are dissatisfied with the results of a given small ship inspection which was performed by an inspection organization, excluding those cases prescribed in Article 11, paragraph 1 or paragraph 4, shall be permitted to appeal to the competent Minister to request an investigation in compliance with the Investigation Law for Dissatisfaction with the Administration (Law No. 160, 1962).

(Entrustment of Authority)

Article 29-6

The authority of the competent Minister prescribed by Articles 6-2 and 6-3 may be delegated to the Director-Generals of District Transport Bureaus (including Director-Generals of District Maritime Bureaus) as prescribed by the Regulations.

(Application to Non-Japanese Ships)

Article 29-7

This Law shall be applied to those ships of non-Japanese registry which fall under the following subparagraphs either in part or in their entirety through the issuance of relevant Cabinet Orders.

- (1) Ships navigating only among sea ports or in lakes, rivers, or harbors in a locality where this Law is in effect.
- (2) Any ship leased to those persons or entities who possess a right to lease a Japanese ship which engages in navigation between an area governed by this Law and other areas.
- (3) Those ships, other than the above-mentioned, which are in areas where the provisions of the Law are applicable.

(Transfer of Transient Measures to Orders, etc.)

Article 29-8

When any rule or regulation is, in accordance with the present Law, established, revised or abolished, necessary interim measures relevant thereto (including those concerning penal provisions) may be prescribed.