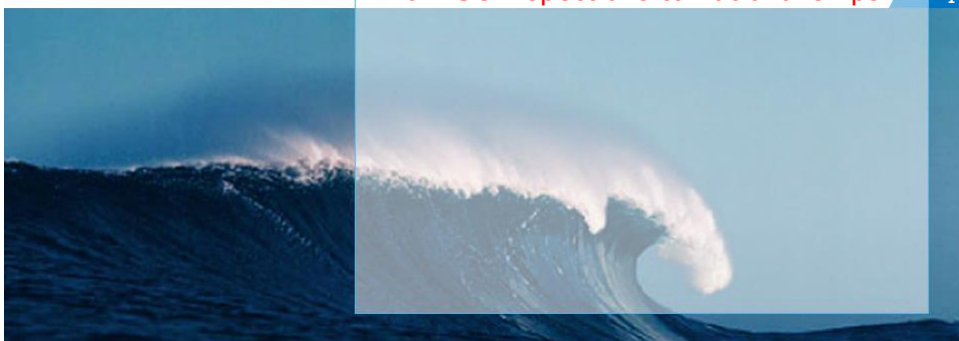


Monitoring of the fleet and follow-up of PSC inspections to national ships

1



Monitoring of the fleet and follow-up of PSC inspections to national ships

Content

Why monitoring?

How to monitor?

2



Monitoring the fleet

WHY ?

To exercise an effective jurisdiction

Because of the:

- must of safeguarding properties (ships), people (crews) and the environment
- responsibility remaining with your administration
- “weight” you wish to have in the international community (IMO, EU)
- image of the administration

3

JUST PHILOSOPHY?

Monitoring the fleet

WHY ?

Very practical reasons:

4

Maritime safety and marine pollution prevention is a key factor for some economical key activities:

- *maritime industry*
- *fisheries*
- *tourism*

Monitoring the fleet

WHY ?

Very practical reasons:

5

To be fully part of the international community means also conforming to the group

Monitoring the fleet

WHY ?

Very practical reasons:

6

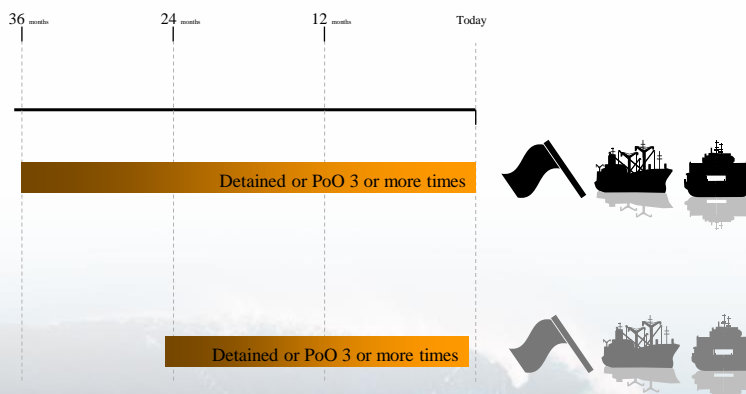
*2 SAFEMED III beneficiaries on the PMOU black list
5 SAFEMED III beneficiaries on the PMOU grey list*

NIR has extended the application of ban for multiple detentions to:

- *ships flagging a flag on the Black and Grey list*
- *all ships' types included general cargo ships*

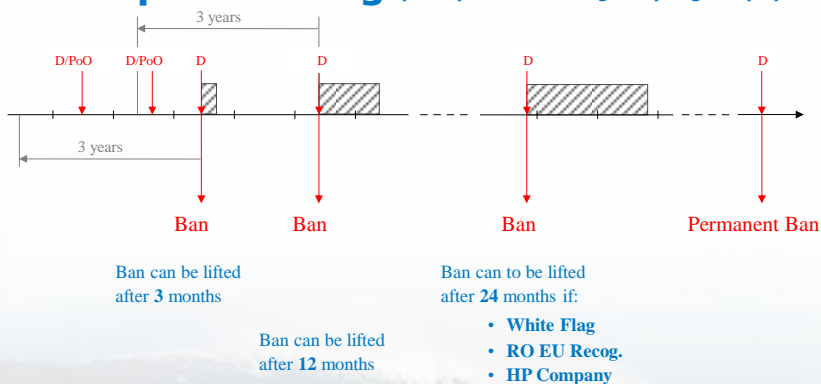
Monitoring the fleet

NIR: Refusal of Access (Banning)



7

Multiple Banning (Example for Black flag. Grey flag is 2 yrs)



8

TAKE NOTE: To be Banned, detention is always required

Monitoring the fleet

WHY ?

Very practical reasons:

9

Underperforming flag (Black or Grey list) – 1.1.2011

- more frequent inspections ➡ additional burden on ships/crews ➡ more problems for ship-owners
- reporting obligations to COM
- no opportunity to have ships included into the low risk category

Monitoring of fleet

HOW?

10

It is up to you writing this page

Monitoring of fleet

HOW?

Take into account:

- Administration policy
- Availability of financial and personnel means
- Defined objectives

11

Monitoring of fleet

HOW?

Measure fleet performance:

- regularly
- performance indicators recommended by IMO
(mainly accidents, statutory surveys and port state control inspections)

12

Monitoring of fleet

HOW?

Measure fleet performance (statutory surveys)

13

Have well clear your role and the role of ROs'

ROs': delegation of tasks and not responsibilities (they can just verify the full conformity to the Instruments without any decisional power)

Issue instructions on how to deal with deficiencies specially when justify a detention

Monitoring of fleet

HOW?

Measure fleet performance (statutory surveys)

14

Keep records of:

- ships (database)
- surveys (inspector included) and certificate issued
- companies
- seafarers

Monitoring of fleet

HOW?

Measure fleet performance (statutory surveys)

Oversight surveys by Flag State Inspectors (with established procedures) if an RO has been delegated

15

Analyse data of all surveys and identify what is eventually wrong:

- *Procedures – ISM*
- *Ship-owner – Company (usually not complying?)*
- *Crews (effectiveness of the seafarers' certification process)*
- *Surveyors (usually involved?)*

Adopt corrective actions

Monitoring of fleet

HOW?

Measure fleet performance (PSC inspections)

16

Monitor all PSC reports with deficiencies, mainly those of national ships detained

Plan how to deal with those reports by defining clearly both the responsibilities and the actions to be taken

Monitoring of fleet

HOW?

Measure fleet performance (PSC inspections)

17

Reports with deficiencies

Occasional inspection? (when, by whom, where)

Violations by same ship or company (how many, how to deal with, ISM actions – what)

Monitoring of fleet

HOW?

Measure fleet performance (PSC inspections)

18

Ships detained

Occasional inspection (when, where, by whom)

Acceptable temporary solution (FS has to decide and instruct properly RO)

Violations by same ship or company (how many, how to deal with, ISM actions – what)

Consider against the Class or Flag surveyor (very often involved? – how to deal with)

Monitoring of fleet

HOW?

Measure fleet performance (PSC inspections)

Ships detained

19

Analyse data and identify areas of weakness and take actions

Share analysis with stakeholders (ship-owners, Companies-DPAs', Senior Officers)

**A WELL PERFORMING ADMINISTRATION CAN OFFER BETTER
CONDITIONS TO ITS OWN SHIPS AND SHIP-OWNERS**

Monitoring of fleet

20

ANY QUESTION?

**THANK YOU FOR
LISTENING**



21