

PSC under the New Regime

Lisbon, 19 April 2012

1

A large, dark blue ocean wave with white foam is breaking, set against a clear blue sky. The wave is the central visual element of the slide's background.

Holger Meyer
Project Officer – Port State Control
Ship Safety

Content

- Ship Call Information
- Inspection System
- Information System

Ship Call Information

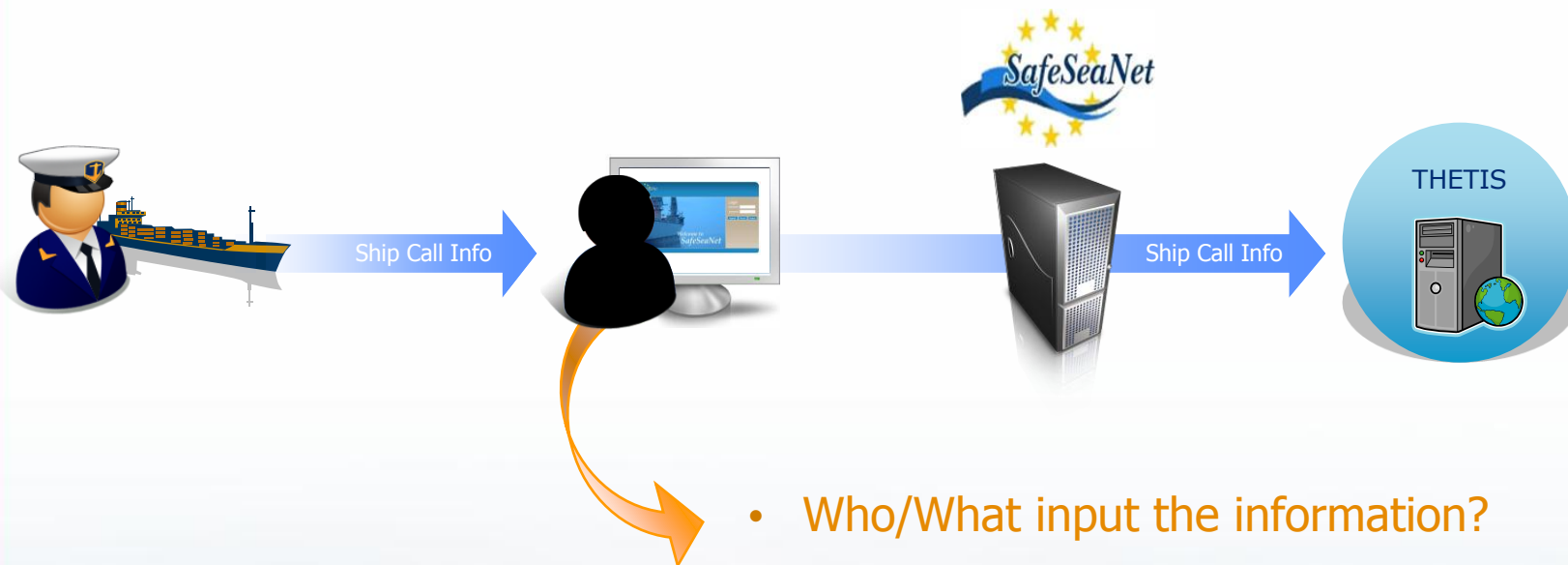
Reporting obligations

- 72 ETA message for ships which are eligible for an expanded inspection, obligation of the operator, agent or master (Art. 9)
- ATA and ATD message, obligation of the Member State (Art. 24)

Reporting Obligations



Operational implementation



- Who/What input the information?
- How is this done?
- Where does the responsibility lay?
- How is full geographic coverage ensured?
- Is there a need for ad hoc legislation?

Calls rejected by THETIS

- UN/LOCodes exists in SSN but not in THETIS
=> call rejected by THETIS
- ATD without ATA
- ATD before ATA

Calls rejected by THETIS

- ATA older than one year
- Only MMSI number included
- New call without an ATA or ETA
- Update of ATA rejected in case already allocated
- ATA/ATD is in the future more than 3 hours

Pollution of THETIS

- ATA without an ATD
 - In case ATA older than one year it is not possible to enter an ATD
 - THETIS has ~500000 calls in 2011 with an ATA of which ~22500 have no ATD

Obligation of MSs

- Article 14.3:
 - On receipt of a pre-notification provided by a ship eligible for a periodic expanded inspection, the competent authority shall inform the ship if **NO** expanded inspection will be carried out.

Inspection System Fair share



Fair share

- Article 5 (2):
 - a) inspect all Priority I ships
 - b) carry out annually a total number of inspections of Priority I and Priority II ships corresponding at least to its share

Fair share

- Article 6:
 - a) MS can miss up to 5% of PI **HRS**
 - b) MS can miss up to 10% of PI **SRS/LRS**

Fair Share

- Article 7 (1) $PI > \text{Inspection Share} !?$
 - Inspect $PI = \text{Inspection Share}$
 - MS can miss up to 30% of total PI

Fair Share – Examples “30% rule”

- MS A fair share is **1000** inspections, but it receives **1200 PI** ships. Which is the obligation?
1000 ships must be inspected because the **30% = 360** ships. But the minimum obligation is **1000** ships and **not $1200 - 360 = 840 <$** than the original commitment
- MS B fair share is **1000** inspections but it receives **1600 PI** ships. Which is the obligation?
1120 ships must be inspected because the **30% = 480** ships. But the overall obligation exceeds the 1000 ships thus not **1000 but $1600 - 480 = 1120 >$** than the original commitment (30% is in total)

Fair Share

- Article 7 (2) $PI + PII < \text{Inspection}$

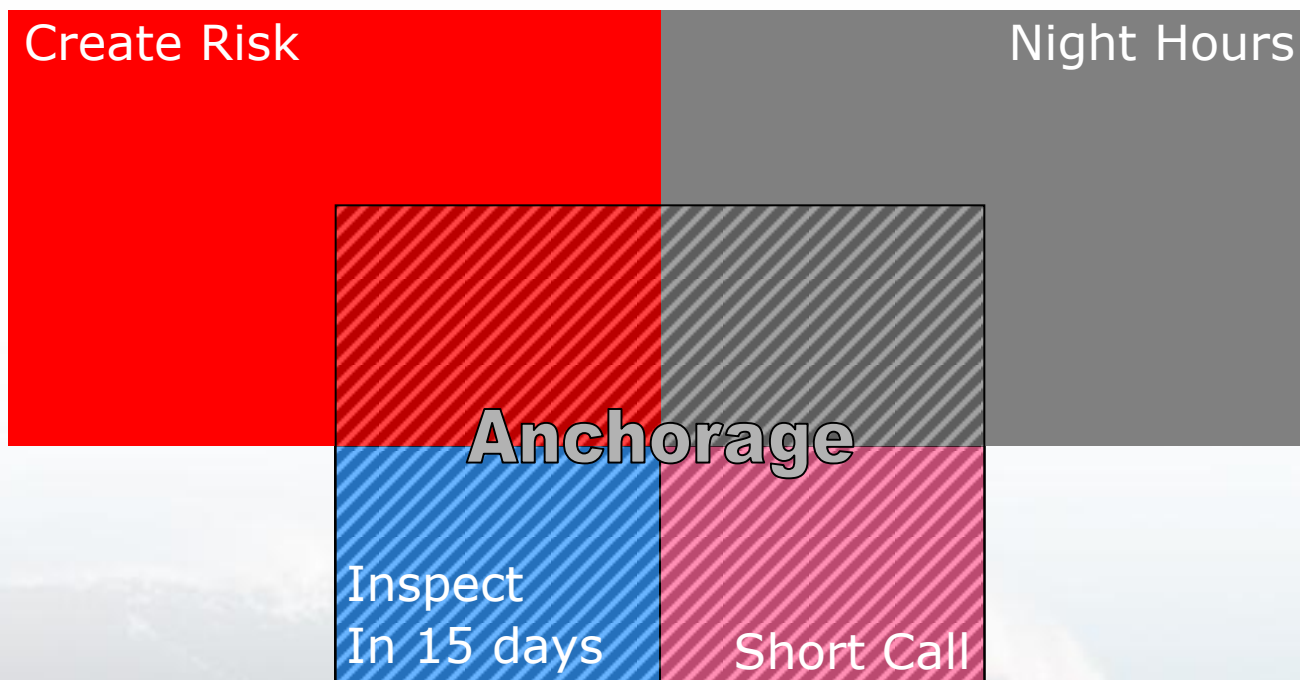
Share !?

- Inspect **all PI** (can still miss 5% HRS and 10% SRS/LRS)
- MS comply doing at least **85% of PII**

When can a MS Justify a Miss? (Art. 8(2), (3))

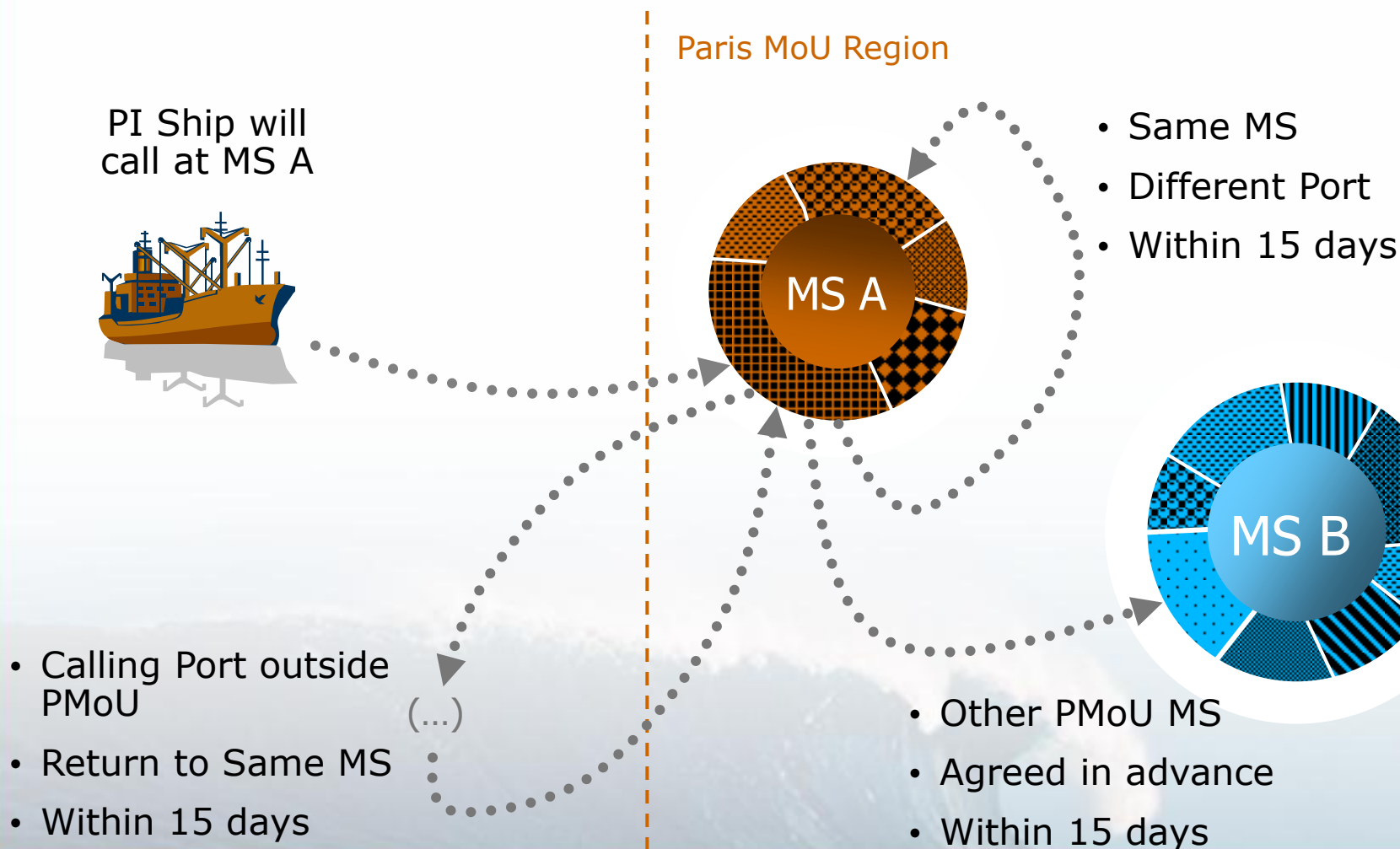
- a) There is risk to the safety of inspectors, the ship, crew, port, or to the environment
- b) The ship call takes place only during night time
- c) Ship at anchorage + a)
- d) Ship at anchorage + b)
- e) Ship at anchorage + the ship is inspected in the Paris MOU region within 15 days
- f) Ship at anchorage + the call is too short for the inspection to be carried

When can a MS Justify a Miss? (Art. 8(2), (3))



... and the reason for missing the inspection is recorded in THETIS.

Postponement Possibilities for PI Ships (Art. 8(1))



Information System

Quality Control

- Inspections of ships without Priority (P0)
 - Ship related messages
- Stoppage of operation
 - National legislation necessary

Submission / Validation of the inspection report

- Member States shall ensure that the information related to inspections performed in accordance with this Directive is transferred to the inspection database as soon as the inspection report is completed or the detention is lifted. (Art. 24 (3))
- Within 72 hours, Member States shall ensure that the information transferred to the inspection database is validated for publication purposes. (Art. 24 (3))

Thank you