

THETIS-EU module in support of FS Inspections

Workshop on capacity building support for Member States in their capacity as Flag State

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THETIS



**International Conventions +
PSC Directive**



- ✓ Storage of inspection data
- ✓ Targeting



THETIS-EU



**Sulphur Directive
PRF Directive
(...)**



- ✓ Storage of inspection data



- ✓ Ship Details
- ✓ PortCall Details



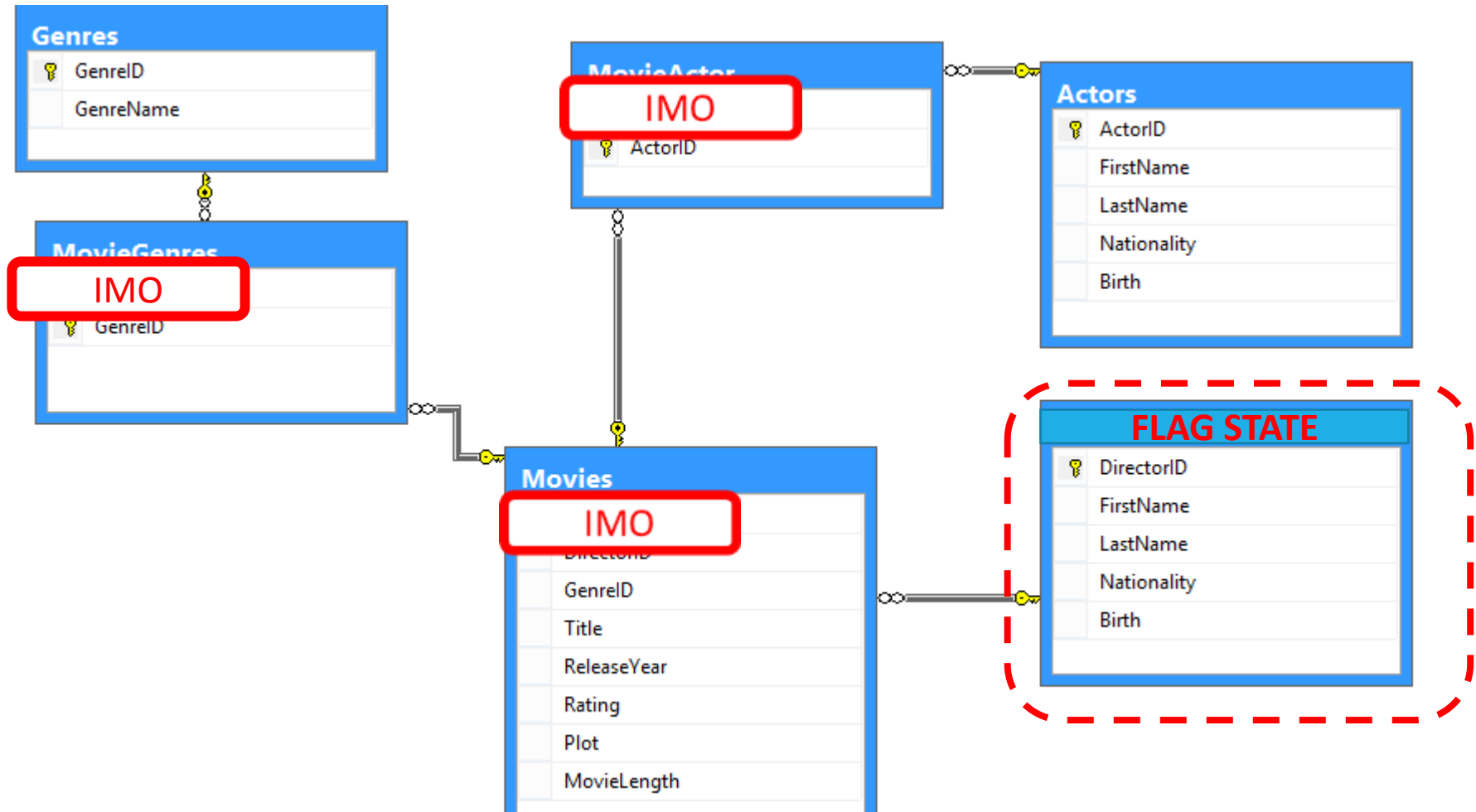


External
enrichment

Portcalls
(global)

Data on enforcement inspections is organised in an object oriented way, combined but still separated

Regimes translated





Ship inspection results from various regimes in THETIS and THETIS-EU

Data processing through connected BI solution

SOLAS PROPELLER	PROPELLER APPLICATION																FEATURES						
	OUTBOARD											STERNDRIVE				Inboard Ski Boat							
	Inflatable	Aluminum	Ski Boat	Bay Boat	Wet/Dry Boat	Offshore Single	Offshore Dual	Sport Boat Single	Sport Boat Dual	Heavy Work Boat	Commercial	Sail Drive	Pleasure Runabout	Deck Boat	Porpoise			Ski Boat	Sport Boat Single	Sport Boat Dual	Family Cruiser	Cruiser Boats	Deck Boat
Amita3	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	AL	3 R L R
Amita4	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	AL	4 R L R
Bravo Two	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
Saturn	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
New Saturn	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
Titan	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
HR Titan3	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
HR Titan4	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	4 R L R
Scorpion	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
Lexor	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3 R L R
Solas Ski	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	SS	3.4 R non
Solas Plastic	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	PL	3 R non
High Thrust	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	AL	4 R R

Note - Material: AL = Aluminum; SS = Stainless Steel; PL = Plastic

Note - Rotation Available: R = Right-Hand Rotation; L = Left-Hand Rotation

Note - Hub Type: R = Rubber; N/A = Not Applicable

Data products for data-owners and authorised parties;
 Eventually publication, reporting to COM, targetting...;

Overarching question:

“ what is the relevance for the (EU) Flag State ?”

The Flag State is the ultimate responsible party for ships flying its flag

Every State shall effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag.

General obligations by IMO and ILO come from

- Conventions
- Resolutions

and eventually EU

- Regulations
- Directives

**Details on surveys for certification, BUT ALSO
Requirements for control by the Flag State.**

The IMO Flag State implementation Code (Ill-code) foresees:

- FS Inspections to verify compliance of a ship with the requirements of the **applicable international instruments** under an inspection programme, **independent of any** administrative bodies issuing the required certificates and relevant documentation and/or of any entity which has been delegated authority by the State to issue the required certificates and relevant documentation;
- FS supplementary surveys as part of an **oversight programme** for the monitoring of recognized organizations;
- Periodic Flag State **inspection to verify that the actual condition** of ships and their crew are in conformity with the certificates they carry;
- FS inspections to **Investigate incidents** where ships entitled to fly their flag have been **detained** by port States.

The obligations can be turned into business needs:

- **What has happened to the ship ?**
 - Knowledge allows efficient allocation of resources
- **Where is the ship**
 - Could be locally active, but also the other side of the world
- **Who is involved in the ship**
 - ISM operator, but also bunker suppliers, waste operators, PSC authorities
- **When was the last inspection**
 - Avoid overburdening; allow equal spread over fleet

Every connected Regime has a link to the ship AND to the Flag



Therefore, a module to serve the IMO/EU requirements is best placed among the already available information

1. All Member States (MS) shall be connected;
2. Access by MS only to own flag ships
3. EMSA to act as database administrator (only)
4. Data only to be shared on request of owning State
5. EU portcalls from SSN
6. non-EU calls from external sources and geo-systems
7. Library with all the internationally recognised ports
8. Enriched with classed fleet, transfers, changes, suspensions and withdrawals of class through an existing webservice;

9. **Statutory certificates** through the webservice with ROs, THETIS and Marinfo or through a link with existing national systems,
10. **Inspections, detentions and any other type of inspection** action taken from the Paris MoU (THETIS),
11. **Inspections** and preventive measures imposed by competent authorities under the provisions of Directive **2017/2110** (Ropax),
12. Inspections, detentions or prohibitions to sail and other preventive measures imposed by competent authorities performing **inspections not falling within the remit of Directive 2009/16/EC**
13. Inspections and detentions from **other PSC Regimes** (Marinfo);

14. **Deep hyperlinks** to RO's web sites (per ship), RuleCheck and Equasis (per ship).
15. The **list of deficiencies** agreed among the various PSC MoUs and adopted by the IMO will be used to facilitate reporting deviations from requirements from the international convention;
16. A **list of deficiencies related to EU legislation** will be developed to report deviation from requirements from the additional EU legislation;
17. Inspection and movement data will be made available to the Member State being the Flag State **for statistical analysis and reporting purposes**.

Customized features may be foreseen, such as:

- **A targeting feature based on requirements of the Member State as Flag State**
- **Inspection report generation**
- **Datasets and/or processed statistics for management information of the Member State as Flag State**

EMSA:

to start development of a module in 2018

Member States:

- 1. feedback on the basic principles of the module, and its functionalities;**
- 2. Establish a correspondence group to define list of deficiencies for EU legislation not included in the list of deficiencies agreed among the various PSC MoUs and adopted by the IMO;**
- 3. Identify possible volunteers for a pilot phase;**

Thank you for your attention

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