

# Awareness Campaign Workshop

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A large, powerful ocean wave is breaking, with white foam and spray visible against a dark blue sky and sea. The wave is the central visual element of the lower half of the slide.

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**11 February 2010**

## Disclaimer

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## Objectives of the Workshop

- Improve knowledge to facilitate implementation
- Share knowledge
- Exchange best practices
- Possibly solve doubts
- Potentially obtain a harmonized approach
- Not a decision making body
- EMSA can only assist

## Agenda

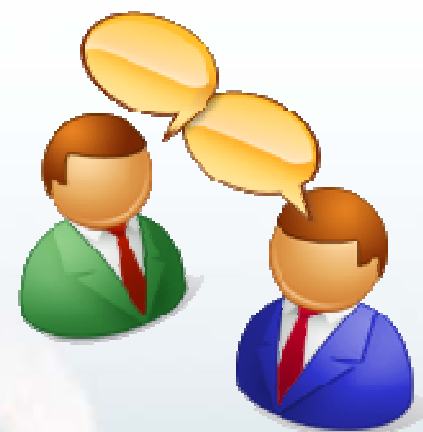
- Overview of NIR/THETIS
- Reporting Obligations
- Presentation by Norway
- Awareness Campaign
- Questionnaire Review
- Actions aimed at industry
- Technical implementation
- Conclusions

## Basic facts

- PSC Directive 2009/16/EC from **1 January 2011**
- New PSC Inspection Regime
- **Reporting, Collection and Transmission**
- Obligations for:
  - **Shipping industry**
  - **Member States**
- Operational and technical implementation by MSs

## Focal Points

- Communicate and promote changes at all levels of the Administration
- Steer changes and contact relevant administrative bodies  
PSC, VTS, port authorities, etc
- Have a mandate to promote the necessary changes
- Report to EMSA  
status of implementation/progress
- Participate in the Awareness Campaign  
Workshop, exchange of best practices, solve doubts, assess implementation and agree on the way forward



# Overview of New Inspection Regime

**Awareness Campaign Workshop**

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**Lisbon**

**11 February 2010**



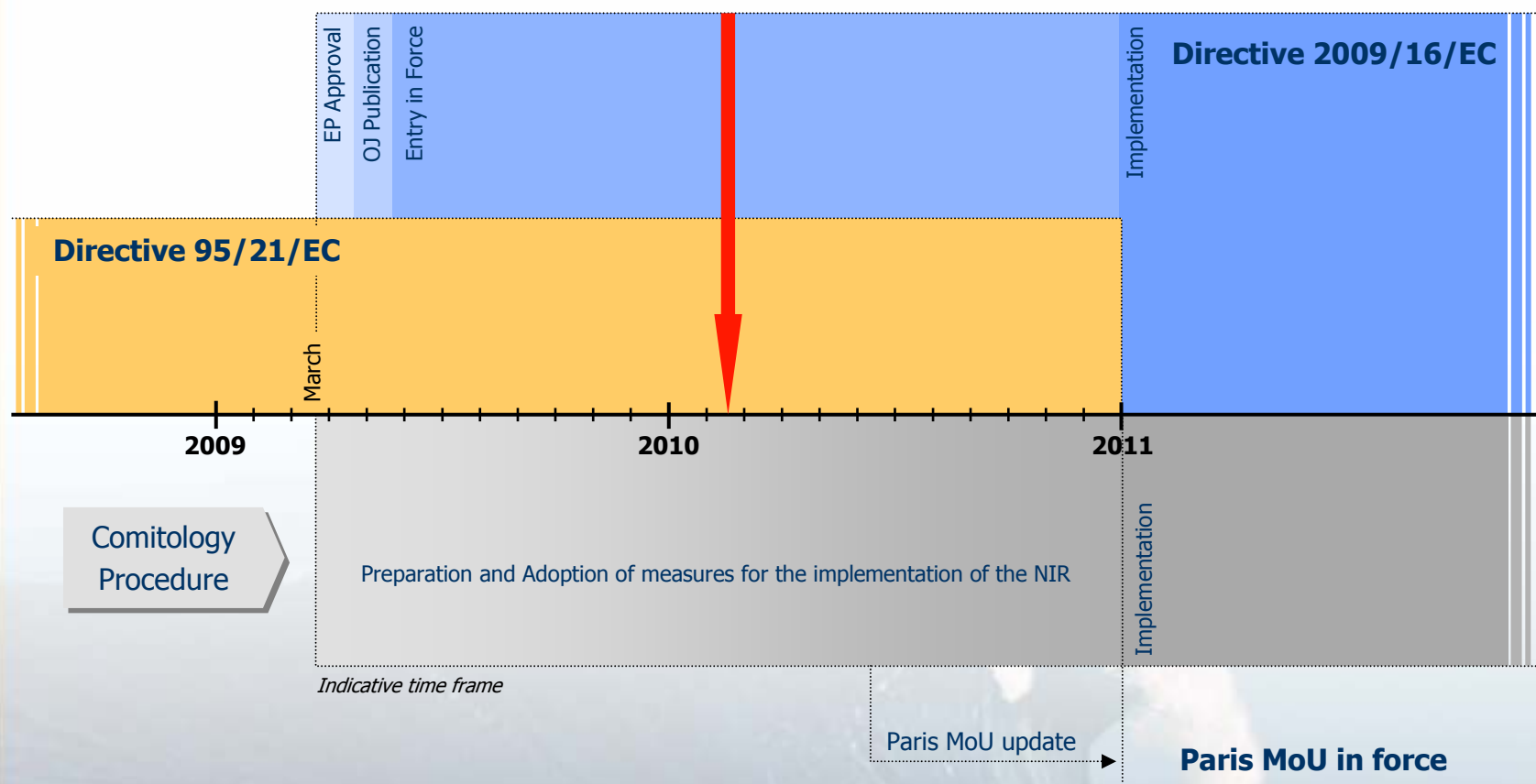
## Index

- New Inspection Regime
- THETIS



## **PSC Directive 2009/16/EC (NIR)**

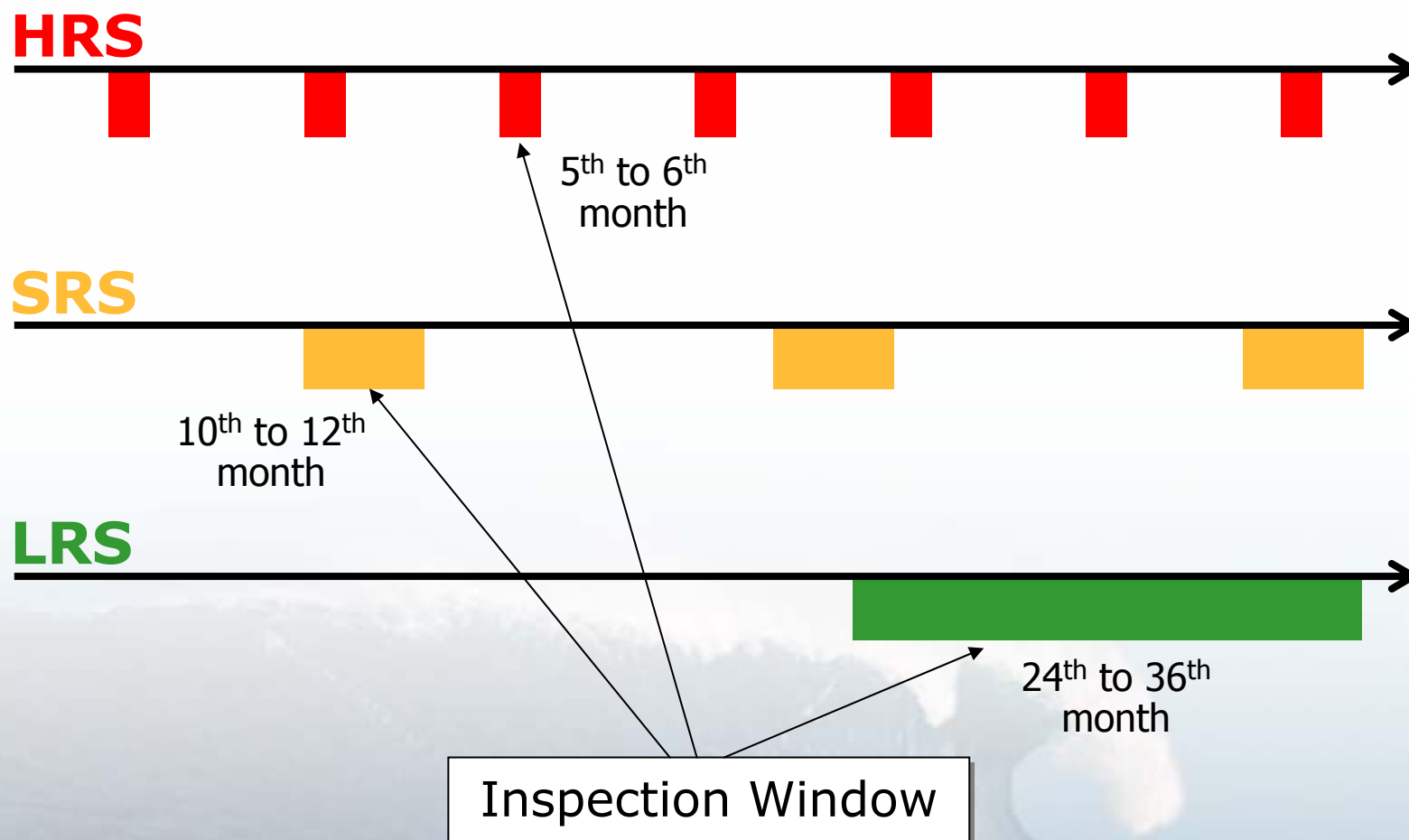
## PSC Directive 2009/16/EC Transition Period



## **NIR / PSC Directive 2009/16/EC consequences**

- Improved targeting  
Risk based targeting
- Less flexibility for MS in selecting ships for inspection  
SRP, PI and PII, Overriding Factors, Unexpected Factors
- Regional commitments vs national commitments  
Fair Share, Postponement
- Further refusal of access provisions  
Banning, All ship types
- Benchmarking of Flags, RO's and Companies  
Inspection Intervals, Company and ROs Performance
- Widened scope from ports to ports **and anchorages**  
Full coverage of ships visiting Paris MoU region

## NIR: SRP Inspections Intervals



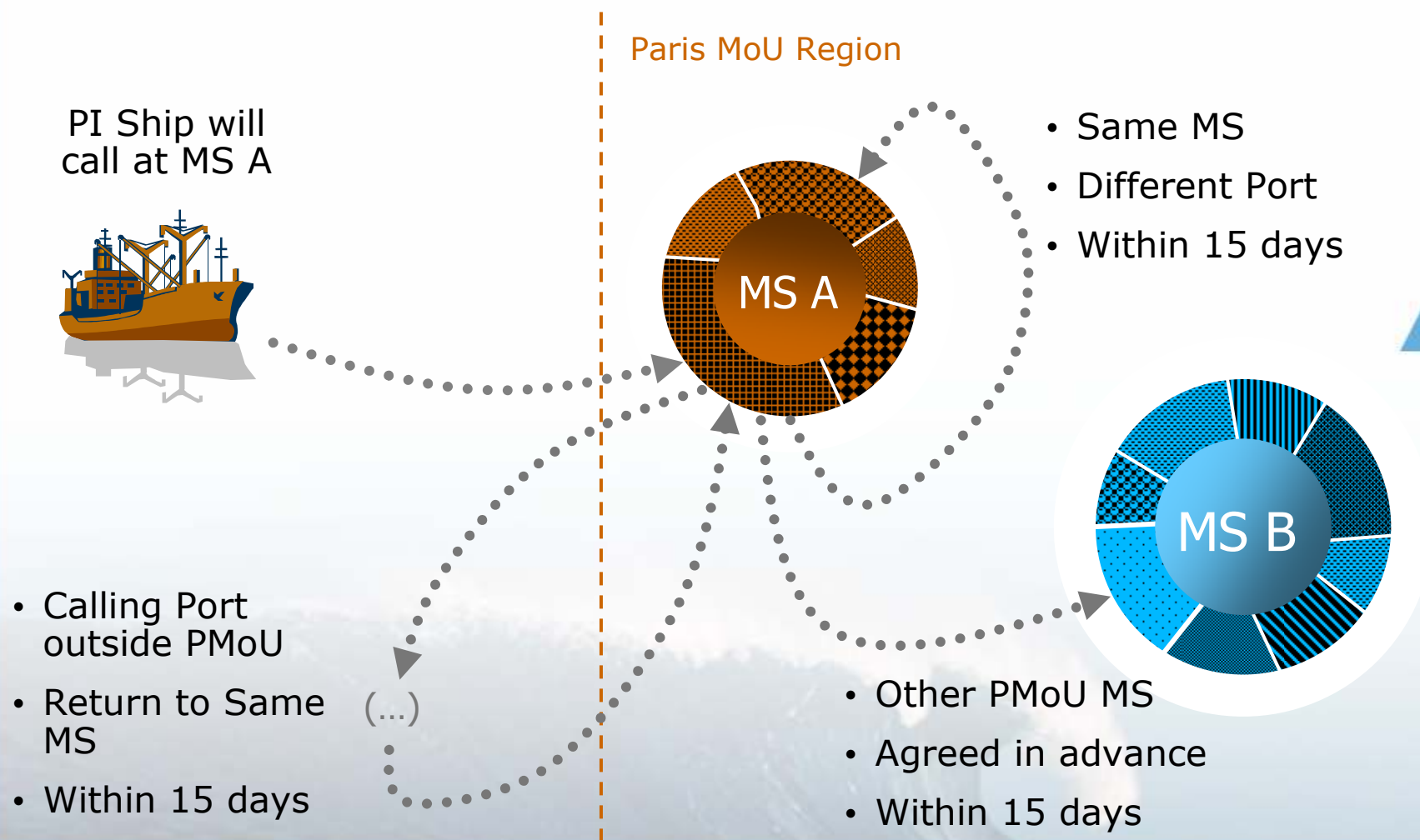
## **NIR: Fair Share**

How many ships MS have to Inspect per year?

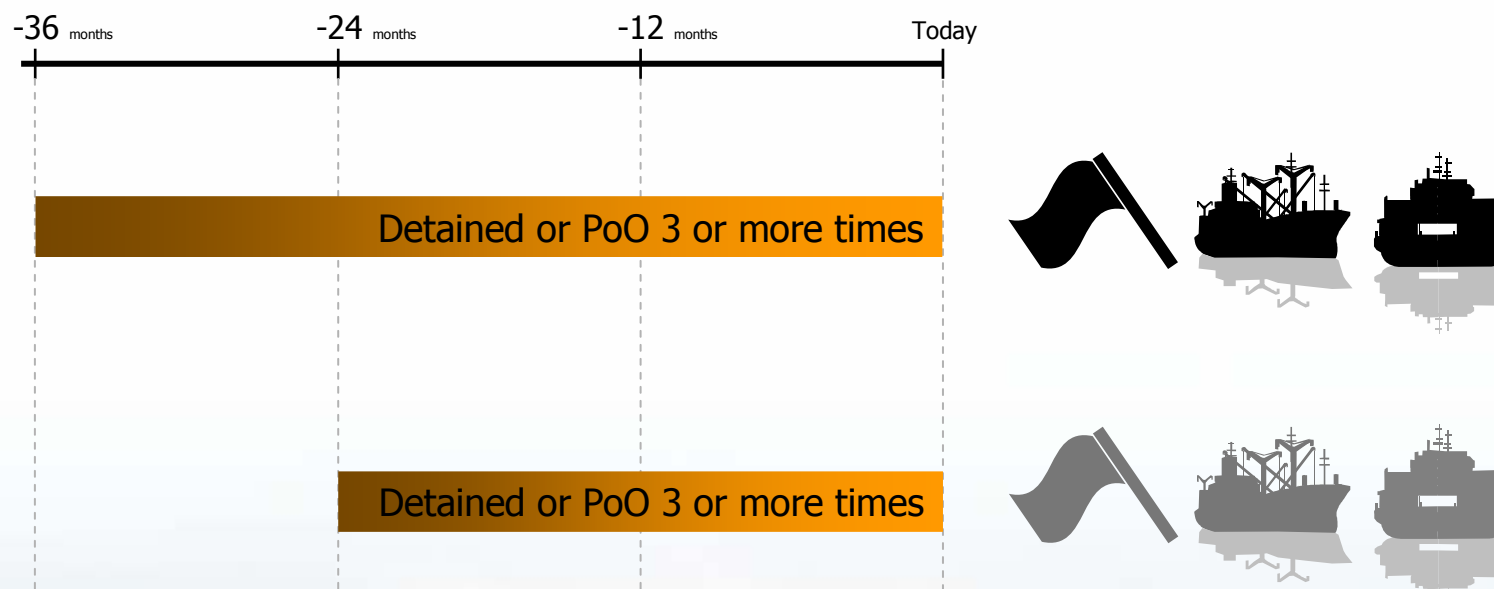
**1<sup>st</sup>** Calculate Regional Commitment

**2<sup>nd</sup>** Calculate MS Inspection Share

## NIR: Postponement Possibilities for PI Ships



## NIR: Refusal of Access (Banning)



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OR...

- Jump detentions
- Fail to call to agreed repair yard

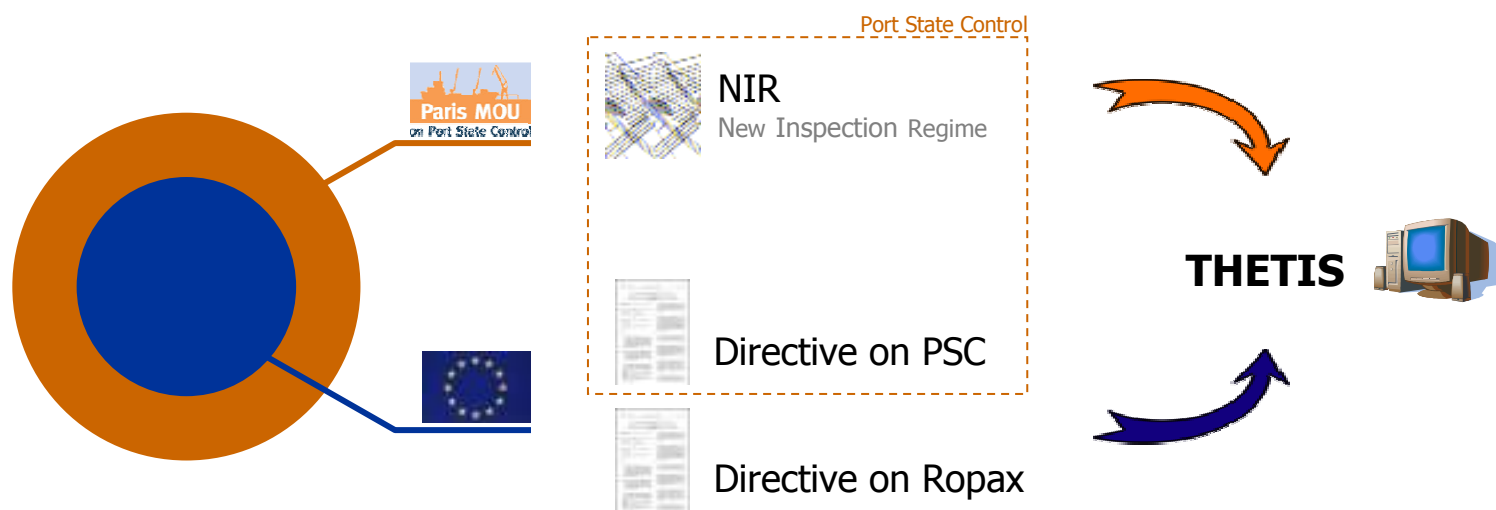
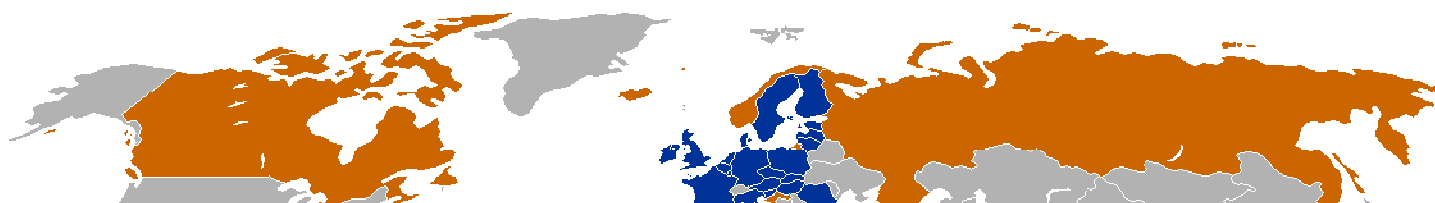


## Paris MoU – Port State Control



## Paris MoU Members States

- EU Countries
- Non-EU Countries

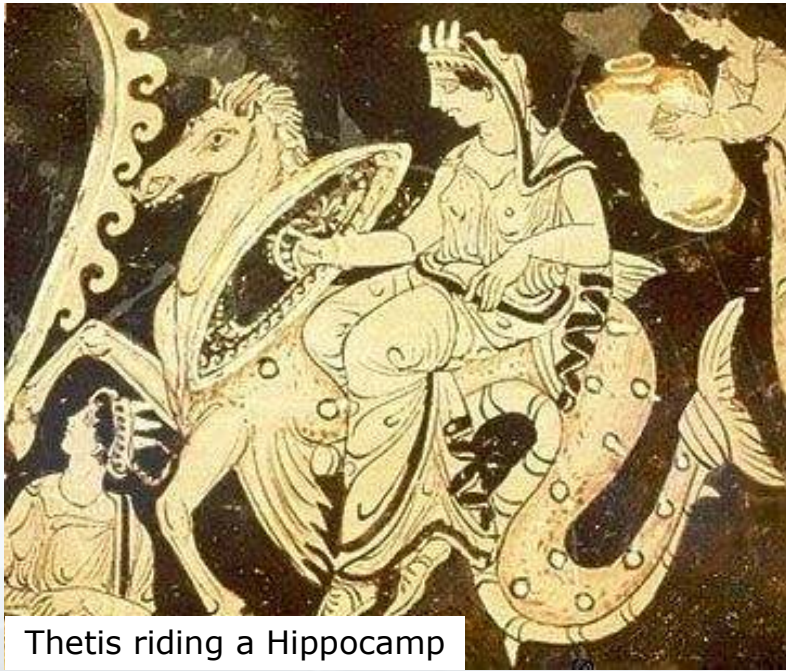


## Figures

- **1 600 users**  
PSCO and Administrators. Growth 30/year
- **27 member States**  
including non EU members as Federation of Russia, Canada and Croatia
- **25 000 inspections/year**  
1 250 000 ship calls
- **90 000 ships**  
growth 2 000/year
- **Available 24/7**

# The THETIS Project

## From the Greek Mythology



Thetis riding a Hippocamp

The Nereides were the goddesses of the sea.

They were the patrons of sailors and fishermen, who came to the aid of men in distress, and goddesses who had in their care the sea's rich bounty.

The Nereid **Thetis** was their unofficial leader.

*In [www.theoi.com](http://www.theoi.com)*

## What is THETIS?

- A new information system for port state control and Ferry surveys
- A tool for inspectors to target ships and report inspection results
- Ship call management for operational and monitoring purposes
- A reference repository of information on ships connected to several other databases

## Stakeholders

- EMSA
- European Commission
- Paris MoU
- Member States (EU + Paris MoU)
- Classification Societies
- Shipping Operators
- Shipping Industry

A diagram illustrating the stakeholders of EMSA. A large light blue arrow points from a list of stakeholders to a blue circle labeled "EMSA Parties". The list includes EMSA, European Commission, Paris MoU, Member States (EU + Paris MoU), Classification Societies, Shipping Operators, and Shipping Industry.

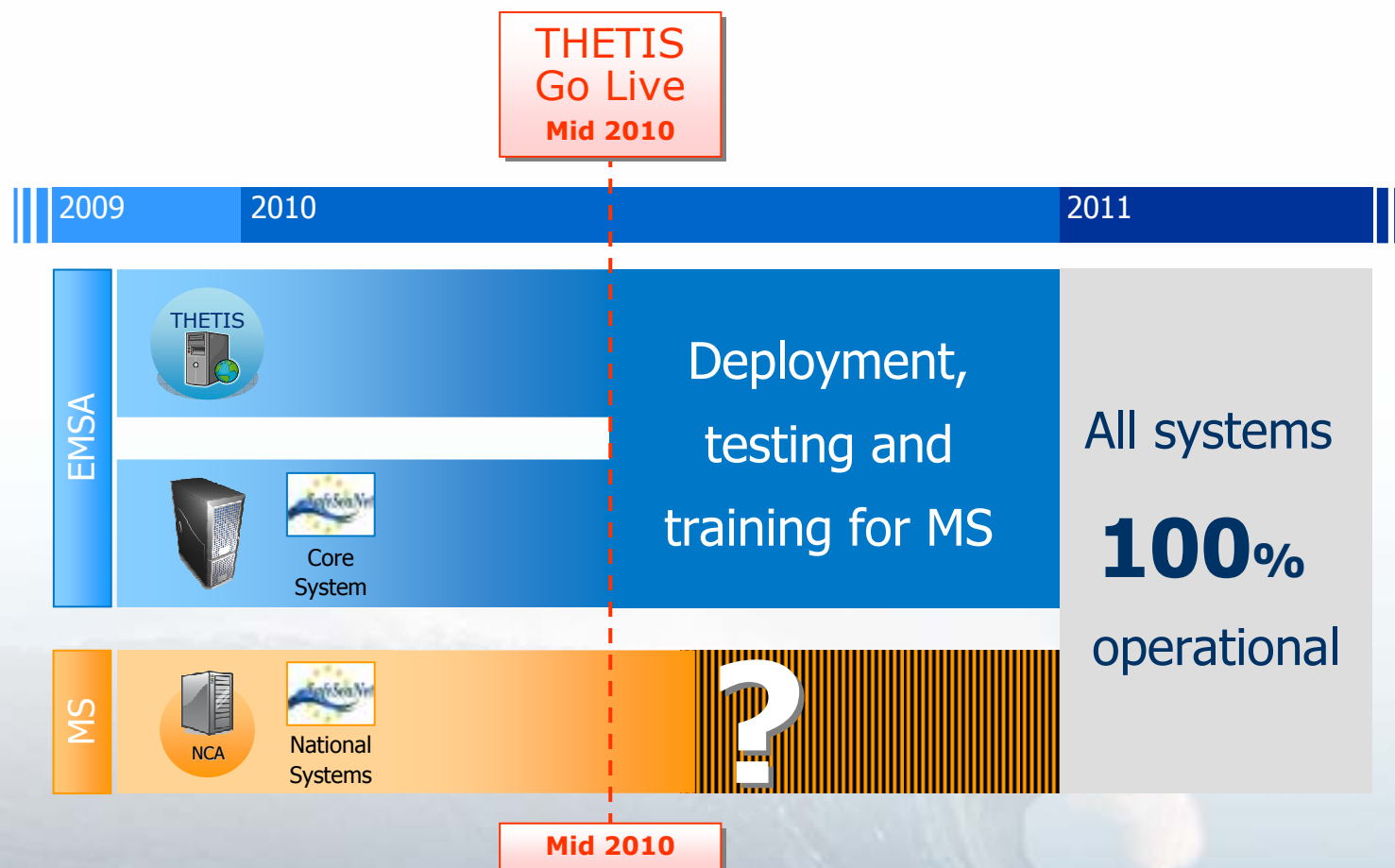
EMSA  
Parties

## PSC and SSN

- Both have their basis in EU legislation
- Both are systems in support of MS daily operations
- Information allows MS to comply with obligations
- PSC changes from national to regional commitments  
SSN is the only system capable to support that
- PSC targets are less flexible  
SSN is the only 24/7 source available
- Added value for Community through PSC information exchange SSN and vice versa



## SSN and THETIS integration Milestones

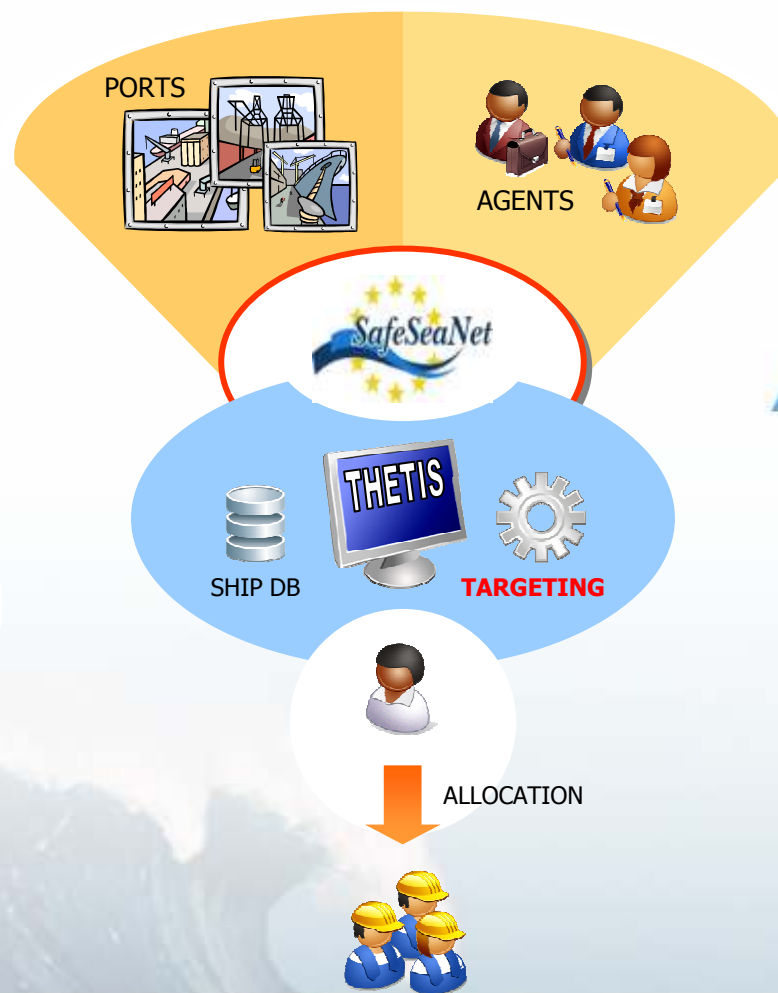




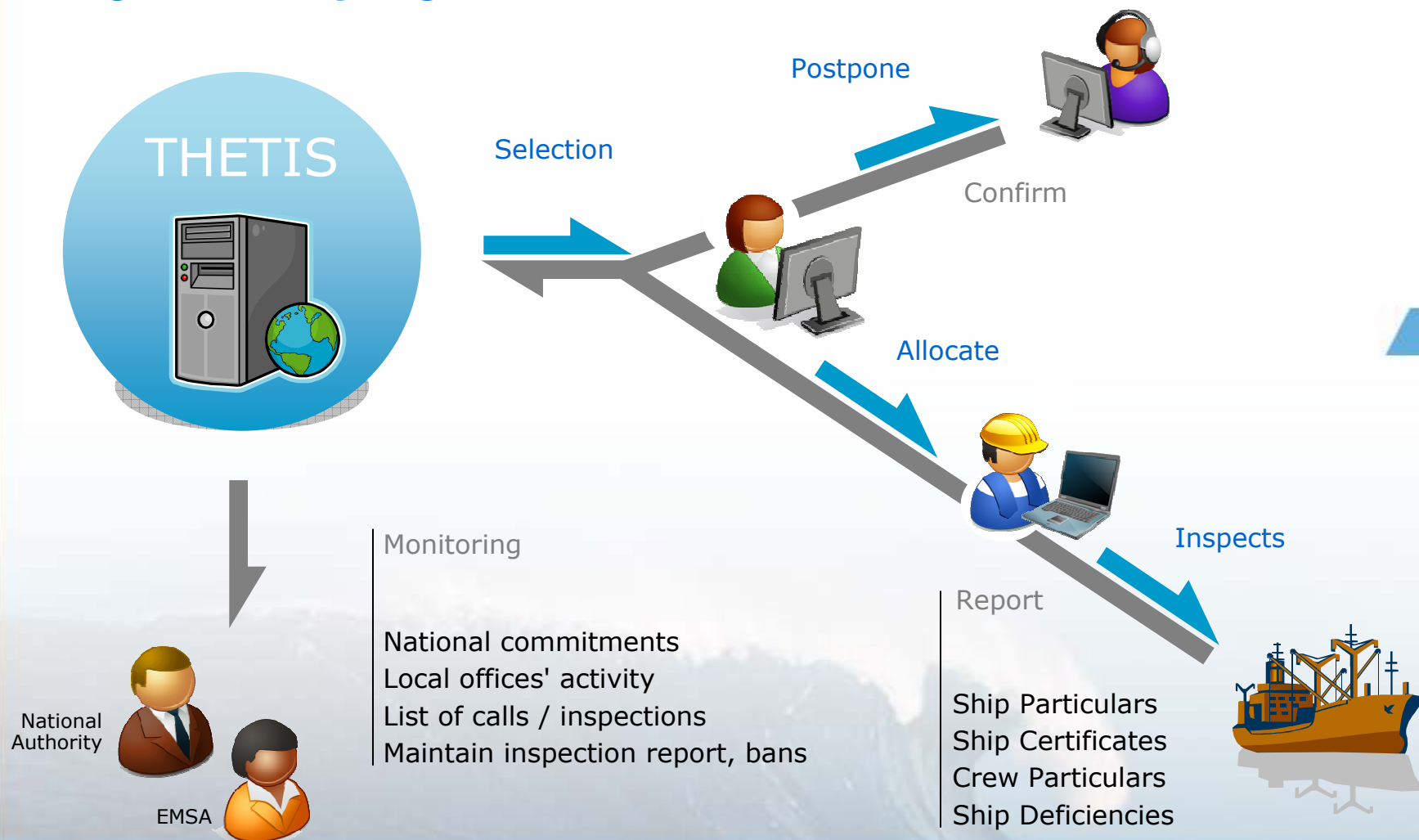
## With SIRENaC



## With THETIS



## How will it work...



## Considerations for focal points

- Identify/contact the national PSC authority
- Verify transposition process
- Support adoption of national legislation