

EU + EFTA COUNTRIES	No Paris MoU version (not foreseen)
<p align="center">European Community regulations</p> <p>Directive 2009/16/EC 1.28 General information. This Directive establishes a Port State Control reporting system to be complied with for all ships arriving or leaving a port or anchorage within the Paris MoU Region. This new legislation came into effect on the 1st January 2011. Caution These extracts are for reference purposes only and are not to be regarded as a statement of the applicable law. The full text of the Directive or the appropriate enabling legislation drafted by individual Member States is recommended that is consulted. 1.29 Ship reports. The operator, agent or muster shall notify, 72 hours in advance of arrival in port, if ships are eligible for an expanded inspection (3 days pre-arrival notification); Ships subject to expanded inspections are: - All ships with an high risk profile; - Any passenger ship, oil tanker, gas or chemical tanker or bulk carrier, older than 12 years of age. Information on ships eligible for expanded inspection can be found on the EMSA and Paris MOU websites The report shall include the following information: 1. ship identification (name, call sign, IMO or MMSI number and flag) 2. planned duration of the call (ETA/ETD) for tankers: a. hull configuration: single hull, single hull with segregated ballast tanks, double hull; b. condition of the cargo and ballast tanks: full, empty, inerted; c. volume and type of cargo; d. planned operations at the port or anchorage of destination (loading, unloading, other) e. planned statutory survey inspections and substantial maintenance and repair work to be carried out whilst in the port of destination; f. date of the last expanded inspection in the Paris MoU region. Directive 2009/16/EC also recalls the obligation to notify, 24 hours in advance, for ships bound for a MS port (24 hours pre-arrival notifications) or at the latest, at the time the ship leaves the previous port, if the voyage time is less than twenty-four hours or if the port of call is not known or it is changed during the voyage, as soon as this information is available.” This obligation falls on Directive 2002/59/EC establishing a common vessel traffic monitoring and information system throughout European Community (EC) waters. The reports shall be sent to the Port Authorities with the method of notification foreseen by each Member State. Failure to report the requested information may cause a ship to be targeted for inspection.</p>	