

THETIS EU

for FS inspections foreseen by EU legislation

Support for 2016/802/EC and 2017/2110/EC

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Web-based tool for recording ship inspections regulated by Union law since **1st January 2015**

Sulphur (Directive 2016/802/EC) &
PRF (Directive 2000/59/EC)

are the currently supported Regimes

THETIS-EU

Member States

Data Providers

System
Administrator

Inspectors

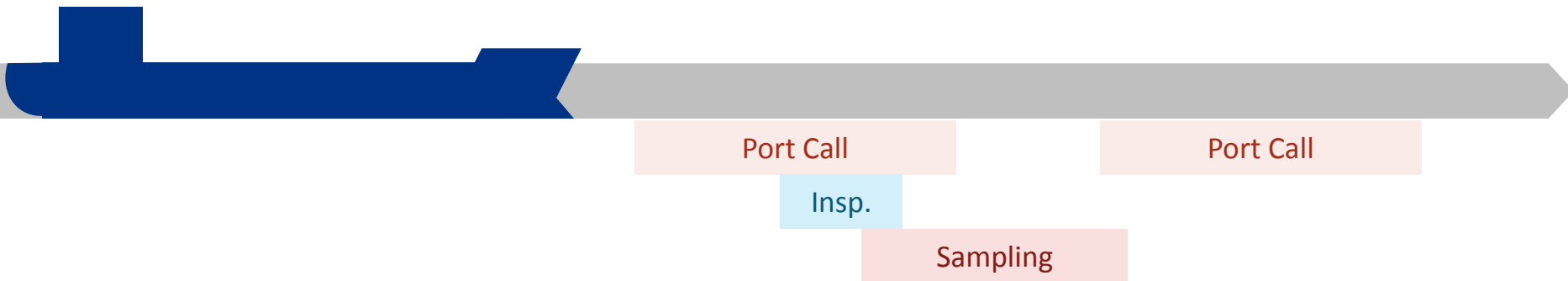
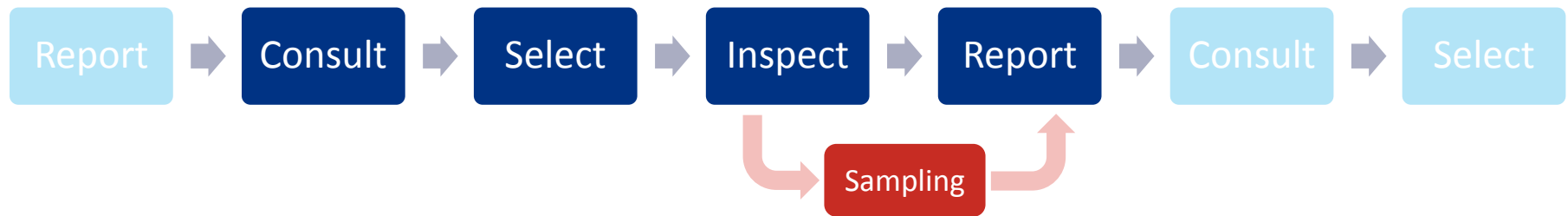
National
Administrators

SSN

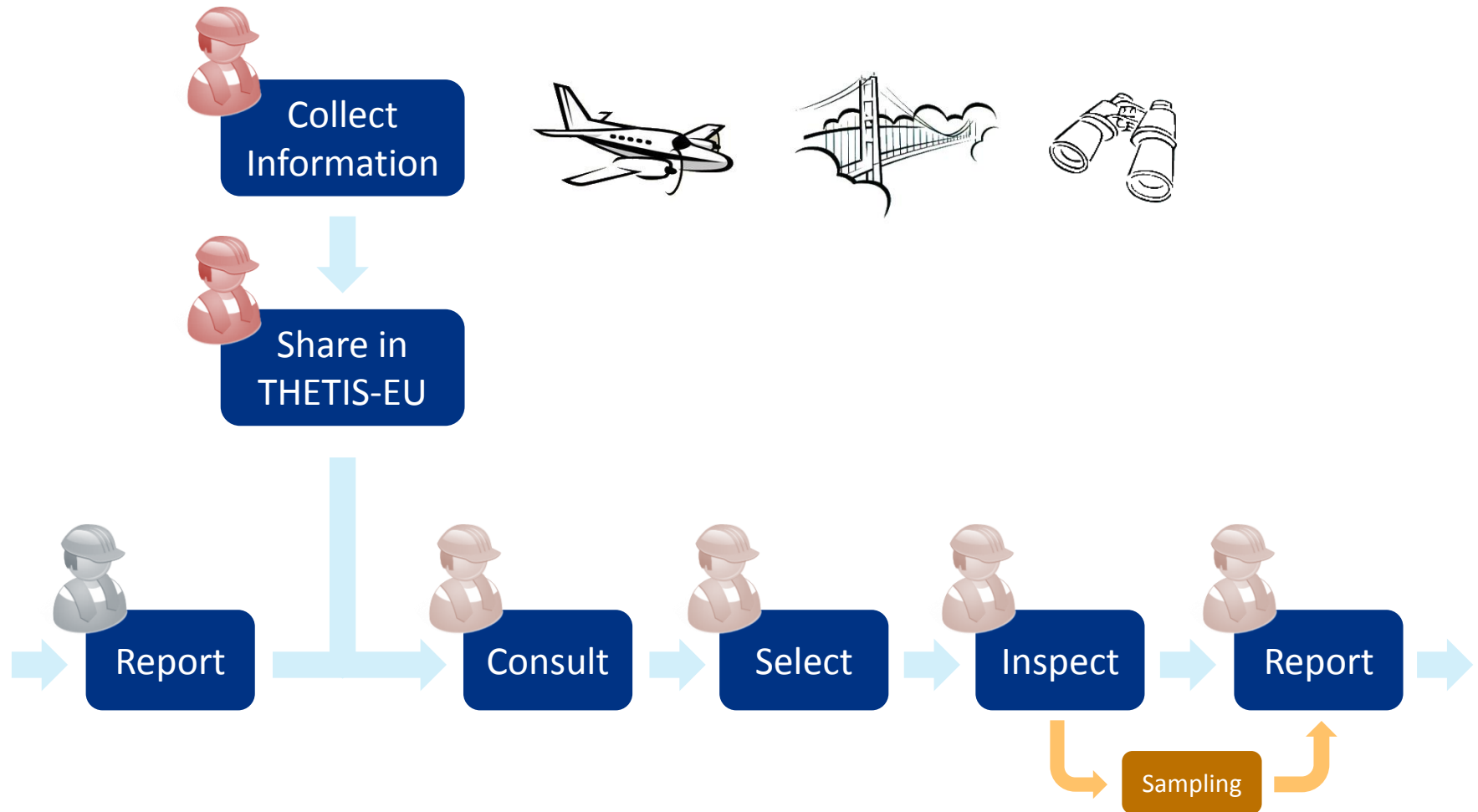
3rd Parties

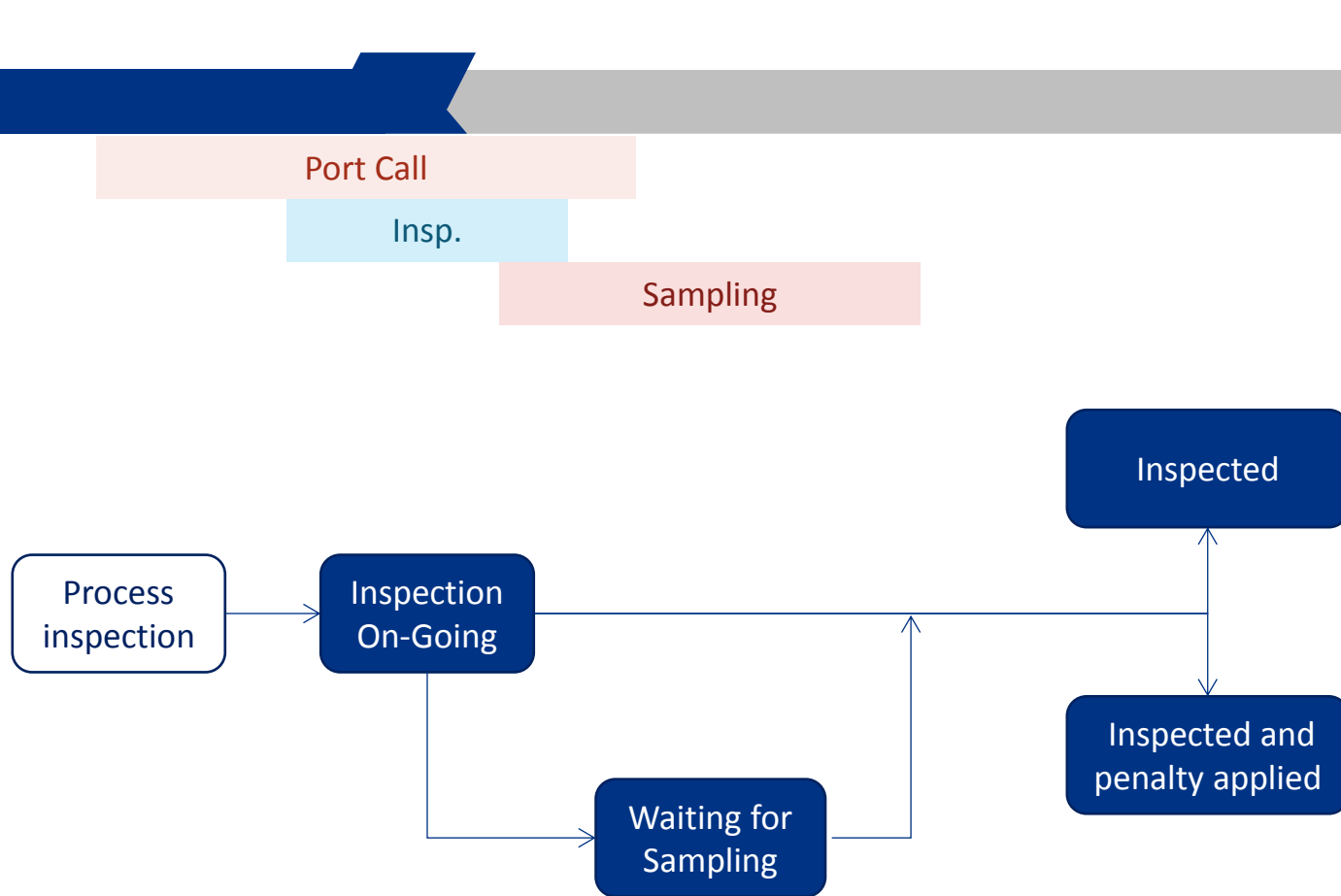
Directive 2016/802/EC

**Relating to a reduction in the sulphur content of
certain liquid fuels**



Alert system to share information







**Sulphur
Inspector**

- Consult
- Inspect
- Report



**National
Administrator**

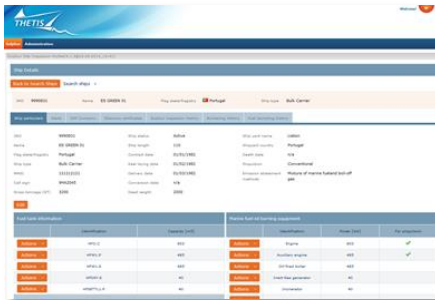
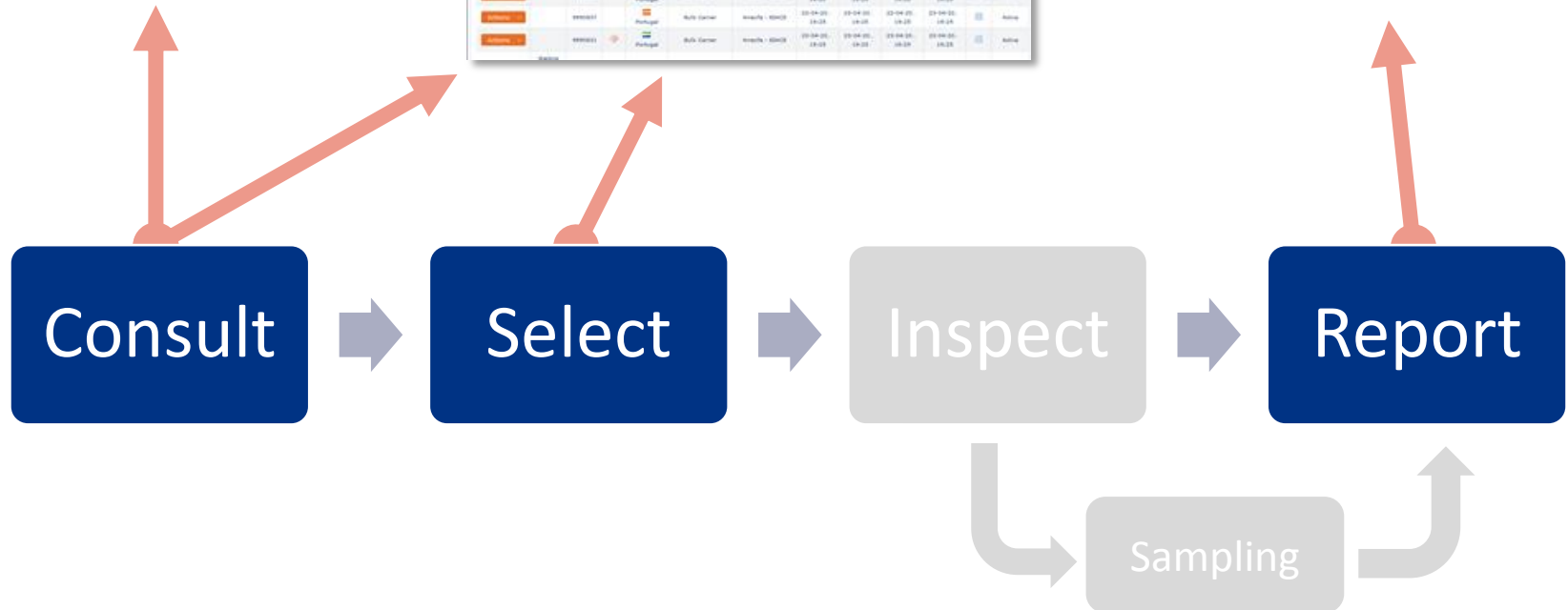
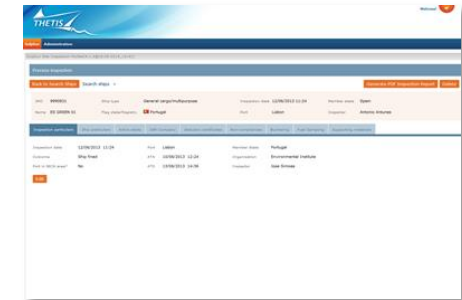
- Consult
- Manage users (Sulphur Inspectors)



**System
Administrator**

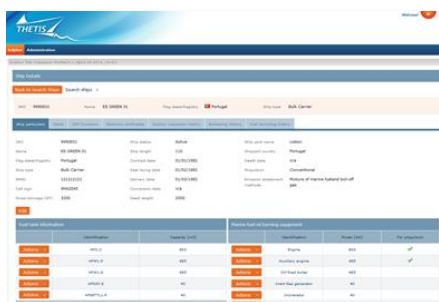
- Consult
- Manage system (EMSA)

Ship Details

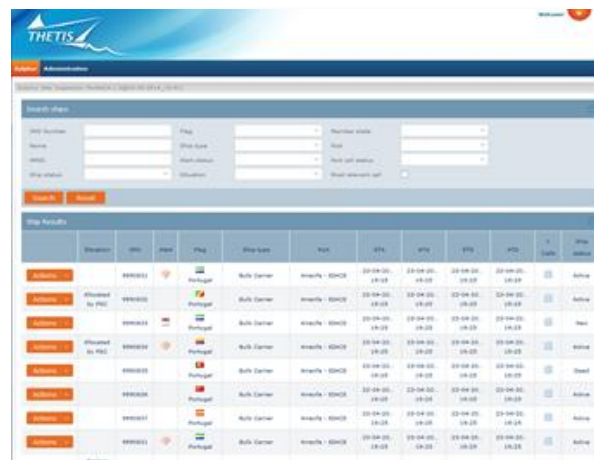
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Main Screen

Ship Details




IMO	Ship Name	Ship Type	Flag	Company Name	Company	Port of Origin	Port of Destination	Arrival Date	Departure Date	Status
9100001	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active
9100002	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active
9100003	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active



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9100003	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active

Process Inspection



IMO	Ship Name	Ship Type	Flag	Company Name	Company	Port of Origin	Port of Destination	Arrival Date	Departure Date	Status
9100001	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active
9100002	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active
9100003	THETIS	Ship	GR	THETIS	THETIS	GR	GR	2010-01-01	2010-01-01	Active

C R [Ship Particulars](#)

C R [Alerts](#)

C [ISM Company](#)

C [Statutory Certificates](#)

C [Sulphur Inspection History](#)

C [Bunkering History](#)

C [Fuel Sampling History](#)

Consult & Record
possibilities

R [Inspection particulars](#)

R [Ship particulars](#)

R [Active alerts](#)

R [ISM Company](#)

R [Statutory Certificates](#)

R [Non-compliances](#)

R [Bunkering](#)

R [Fuel Sampling](#)

R [Supporting Material](#)

Directive 2017/2110/EC

**on a system of inspections for the safe operation of
ro-ro passenger ships and high-speed passenger
craft in regular service and amending Directive
2009/16/EC and repealing Council Directive
1999/35/EC**

Scope:

all ro/pax and HSC, regardless of flag, in a regular trade on int. voyages and domestic voyages covered by Class A (Art. 4 1998/18/EC)

Verifications:

initial verification of the ships and of the company

Surveys:

initial specific survey, specific survey and surveys and Survey during a regular service

Recital 22

Reduce Burden for MS

Ropax surveys count as PSC inspections

Diff. Flag

(21) Some ships pose a diminished risk to maritime safety due to the nature of their business because of their poor condition, flag performance and history. It is therefore legitimate for the Commission to encourage ships from entering the ports and anchorages of Member States. The measures should be proportionate and could result in a permanent refusal of access to the port or anchorage of the ship if the flag State or the managing company of the ship persistently fails to take corrective action in spite of several refusals of access and detentions in ports and anchorages within the Community. Any third refusal of access can only be lifted if a number of conditions designed to ensure that the ship concerned can be operated safely in Community waters, in particular relating to the flag State of the ship and the managing company, are fulfilled. Otherwise, the ship should be permanently refused access to ports and anchorages of the Member States. In any case, any subsequent detention of the ship concerned should lead to a refusal of access to its ports and anchorages within the Community.

(22) With a view to reducing the burden placed on Member States and companies by the implementation of the provisions of Directive 1999/35/EC of 29 April 1999 on a common system of international maritime security and high-speed passenger craft services¹, carried out on ro-ro ferries or high-speed passenger craft by a flag State which is not the flag State of the ship, and which include at least all the items of the risk profile of the ship concerned, the Commission should examine whether it is appropriate that Directive 1999/35/EC be amended in the future with a view of ensuring the level of safety required for the operation of ro-ro ferries and high-speed passenger craft is maintained from ports of Member States.

¹ OJ L 138, 1.6.1999, p. 1.

Article 15.3

Ropax surveys

1. count as PSC inspections MD/EI

2. count for MS

commitment

2. All ships security checks are conducted. Member States shall apply the relevant procedures set out in Annex VI of this Directive to all ships referred to in Articles 3(1), 3(2) and 3(3) of Regulation (EC) No 725/2004 calling at their ports and anchorages.

3. The provisions of Article 14 of this Directive concerning expanded inspections shall apply to ro-ro ferries and high-speed passenger craft, referred to in Article 2(a) and (b) of Directive 1999/35/EC, carried out by a Member State which is not the flag State of the ship, such specific survey shall be recorded as a more detailed type expanded inspection, as referred to in the inspection database established in accordance with Article 12 of this Directive. The survey shall be recorded as a fulfilment of the inspection referred to in this Directive. Member States shall ensure that all the items referred to in Annex VII to this Directive are covered.

4. If necessary, the Commission may, in accordance with the procedure referred to in Article 31(2), adopt the rules for the harmonised implementation of paragraph 1 and 2 of this Article.

Ropax subject to PSC regime

Rectification of deficiencies, Detentions, Banning

Article 16.1

Banning

Article 16
Access refusal measures concerning certain ships

1. A Member State shall ensure that any ship which
 - flies the flag of a State whose detention rate falls into the black list, adopted in accordance with the Paris MOU on the basis of information recorded in the inspection database and as published annually by the Commission, and has been detained or has been issued with a prevention of operation order under Directive 1999/35/EC more than twice in the course of the preceding 36 months in a port or anchorage of a Member State or of a State signatory of the Paris MOU; or
 - flies the flag of a State whose detention rate falls into the grey list, adopted in accordance with the Paris MOU on the basis of information recorded in the inspection database and as published annually by the Commission, and has been detained or has been issued with a prevention of operation order under Directive 1999/35/EC more than twice in the course of the preceding 24 months in a port or anchorage of a Member State or of a State signatory of the Paris MOU,is refused access to its ports and anchorages, except in the situations described in Article 21(6).
- Refusal of access shall become applicable as soon as the ship leaves the port or anchorage where it has been the subject of a third detention and where a refusal of access order has been issued.

**Only one database for recording of surveys
according to Directive 1999/35/EC**

**Published in the Official Journal on
30 November 2017**

**Entered in to force on
21 December 2017**

**To be transposed by MS latest on
21 December 2019**

Applies to ro/pax and HSC pax:

on a regular service between MS and a 3rd State

on a regular service on domestic voyages

and DOES not apply:

to ro/pax and HSC pax falling under 2009/16/EC

Before operation starts MS have to:

- verify Annex I**
- inspection in accordance with Annex II**

Once in every 12-month period:

an inspection in accordance with Annex II

(can be combine with a flag State survey)

and

an inspection during a regular service covering Annex III and a sufficient number of items of Annexes I and II

And

in case of repairs, alterations and modifications, change of management or transfer of class an inspection in accordance with Annex II

(in case of change management or class MS can exempt from inspection)

The inspection report has to be:

in accordance with Annex IX of 2009/16/EC

and

communicated to the inspection database

- 1) The Commission shall develop an inspection database which will be based on THETIS**
- 2) MS shall ensure that inspections transferred without delay. Publication as per Annex XIII of 2009/16/EC**
- 3) MS shall validate for publication within 72 hours**
- 4) The database shall retrieve data concerning implementation**
- 5) MS shall have access to the data same as provided in 2009/16/EC**



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European Maritime Safety Agency