

THETIS-EU: PRF Module

State of Play & Future Developments

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Unit 3.1 – Maritime Digital Services / Digital Services and Simplification

Workshop on the Implementation of PRF (EU) Directive 2019/883

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1. Introduction

Web-based tool for recording ship inspections
regulated by EU legislation

In service since **1st January 2015**

Currently supported inspection regimes:

Sulphur - Directive (EU) 2016/802

PRF - Directive (EU) 2000/59 (*)

MARSEC - Regulation (EC) 725/2004

ROPAX - Directive (EU) 2017/2110

Ship Recycling - Regulation (EU) 1257/2013

THETIS & THETIS-EU: Two Systems



THETIS



International Conventions
(PSC Directive)



- ✓ Storage of inspection data
- ✓ Targeting Mechanism



THETIS-EU



Sulphur Directive
PRF Directive
MARSEC Reg.
ROPAX Directive
Ship Recycling Reg.

- ✓ Ship Details
- ✓ Port Call Details



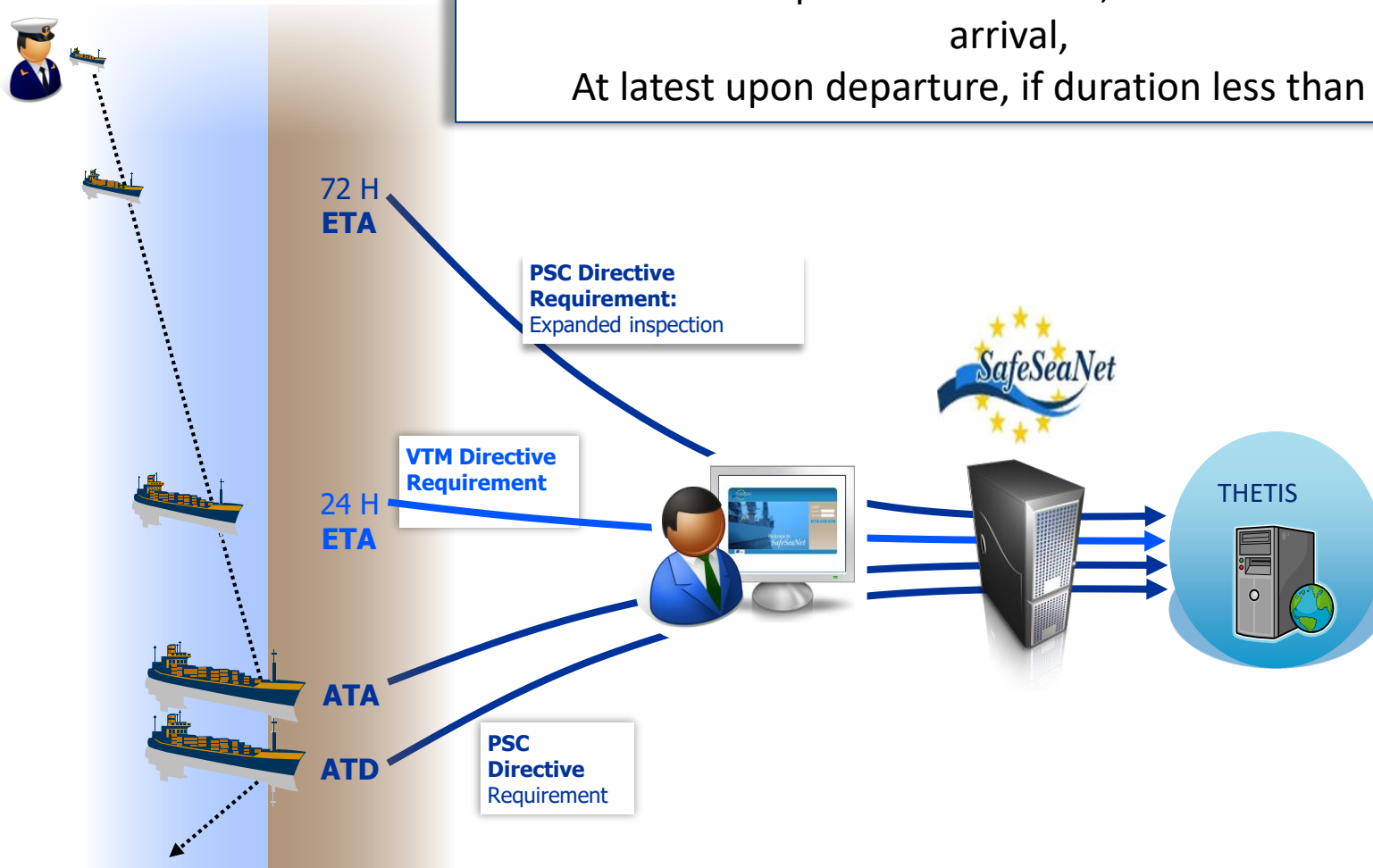
- ✓ Storage of inspection data



Ships' Reporting Obligations

Advanced Waste Notification (Article 6):

At least 24H prior to arrival,
As soon as the port call is known, if less than 24H prior
arrival,
At latest upon departure, if duration less than 24H



PRF Scope & Ship Call Notification

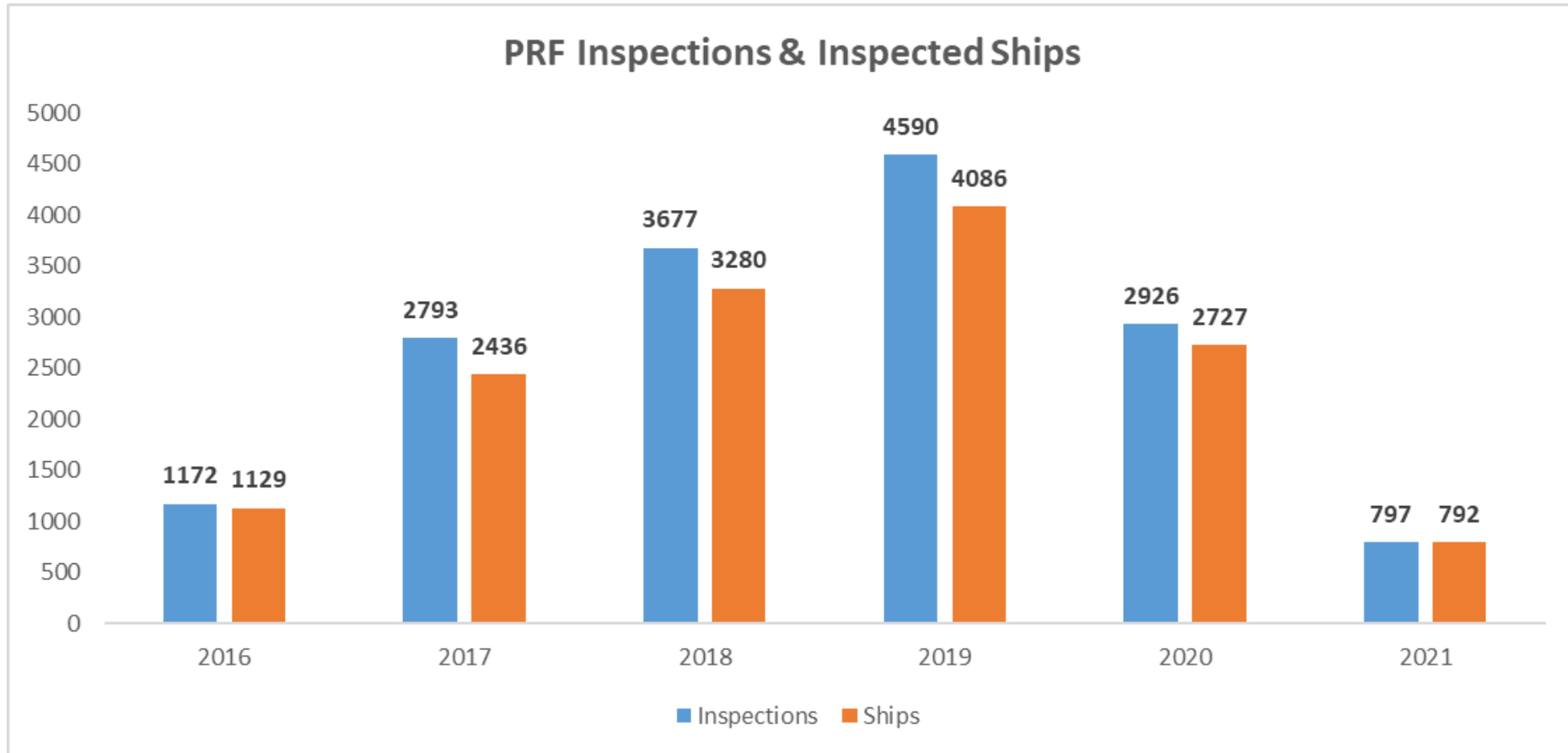
		SSN	THETIS-EU
			PRF
Flag	Foreign		
	Flag State		
GT	< 300	Dang. Goods	
	> 300		
Voyages	International		
	Domestic		
Ship type	Fishing	< 45 m	
		> 45 m	
	Warships		
	Naval Auxiliaries		
	Wooden of primitive build		
	Governmental Non-commercial		
	Pleasure yachts	Not in Trade	
		In Trade	
	Bunkers < 1 000 GT		

2. State of Play

- **20 Member States** have registered their **National Administrators** to the **THETIS-EU PRF Module**
- **Over 600 PRF Inspectors** accounts have been created
- **Only 12 Member States** are actively reporting **PRF Inspections** in **THETIS-EU**
- **Close to 16,000 PRF Inspections** reported
- **Close to 15,000 individual ships'** inspections reported
- **Over 2,000 non-compliances** reported
- **Close to 90 ships** had a penalty applied as a result of a **PRF Inspection**

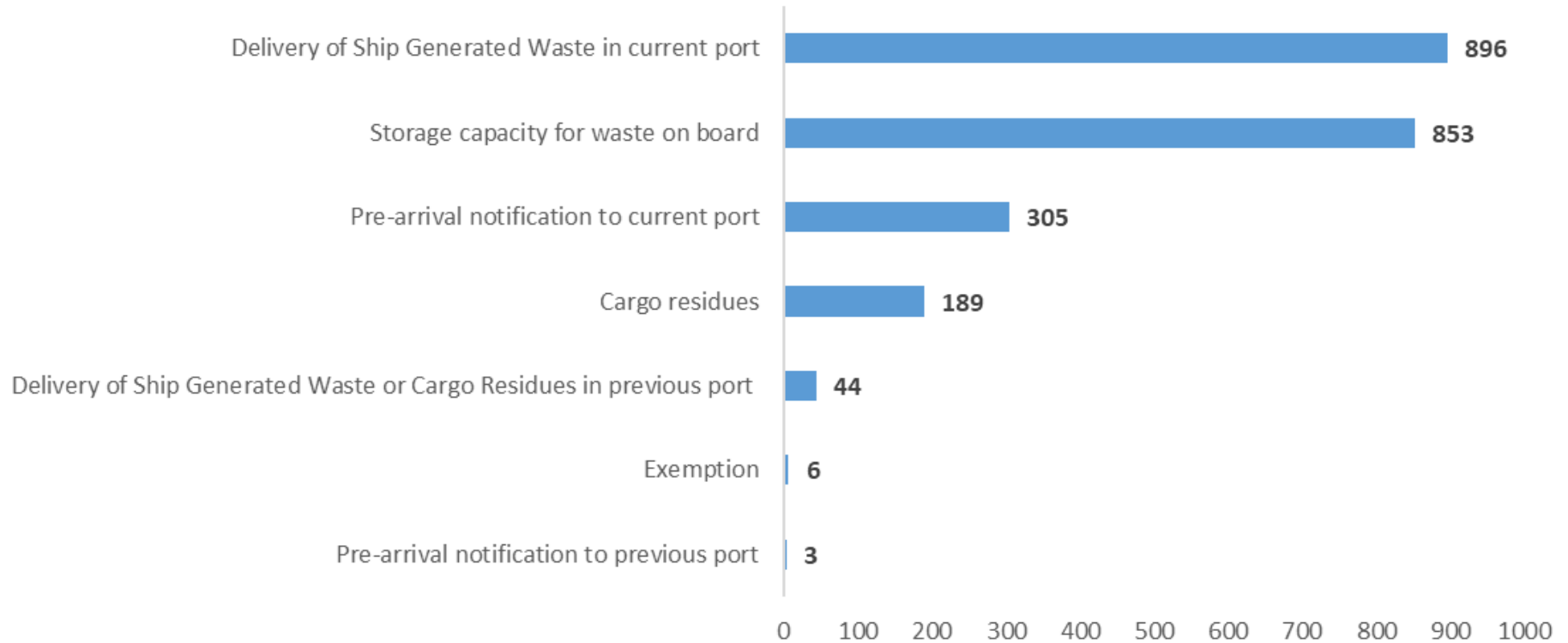
Statistics: PRF Inspections & Inspected Ships reported to THETIS-EU

A steady increasing of the number of reported inspections & ships up until the pandemic outbreak



Statistics: PRF Non-Compliances reported to THETIS-EU

Top-Down PRF Non-Compliances



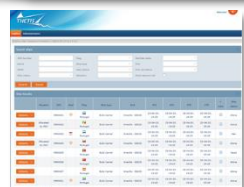
Statistics: Top-3 Non-Compliances Drill-Down

Non-Compliance	Nature of Defect	Total
Delivery of Ship Generated Waste in current port	Delivery did not occur	700
	Incomplete delivery	117
	No intention delivery notified waste	79
Pre-arrival notification to current port	Incomplete	164
	Incorrect entries	89
	Missing	43
	Not sent 24 hours prior to arrival	4
	Not sent upon departure last port	2
	Not via NSW	2
Storage capacity for waste on board	Not sent when destination became known	1
	Storage capacity inadequate for next voyage	559
	Information not complete	206
	Information not provided	83
	No proof stored waste was delivered at port of call	5

- **From SSN Data Quality Reports – latest October/2020:**
- Aproximately 20% of the ship calls did not include Waste Notification (already factoring in waste notification exemptions),
- Most of MSs exemptions are related with waste (42.6% of the total exemptions issued),
- **Also a high-volume of waste notifications have waste to be delivered reported as “0 m³” from the data available in THETIS-EU,**
- **It is important that data-quality and completeness of AWN is continuously improved to support enforcement actions.**

3. Future Developments

- **Article 14: THETIS-EU PRF will become a mandatory reporting tool of PRF Inspections,**
- **New non-compliances, inspection types & actions & outcomes, alerts may have to be configured as per the newly adopted inspection guidance and legal instruments,**
- **Configuration of THETIS-EU module to be enacted on 28 June 2021 (transposition date),**
- **Nonetheless, MSs are invited to use THETIS-EU to report PRF Inspections as of today.**



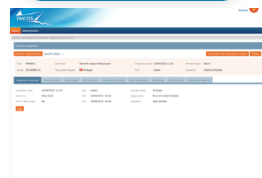
1. Ship Search

Port Call

Inspected

Inspection Type:
PRF

2. Process inspection



3. Inspection On-Going

4. Inspected

Inspection Outcomes

Inspection Actions

Penalty Applied

Prohibition
Departure
Order
Issued/Lifted/
Revoked

Exception
Granted

5. Inspection Report

REPORT OF INSPECTION IN ACCORDANCE WITH REGULATION (EC) No. 1257/2013 on Ship Recycling

Inspection Particulars			
Reporting authority of	Portugal	Date of inspection	26/05/2018
Port of inspection	Lisbon	Date of report	26/05/2018
Inspector(s)	Miguel Ricardo	Outcome	Inspection on-going (Ship Recycling)
Report Signatory(ies)	Miguel Ricardo		

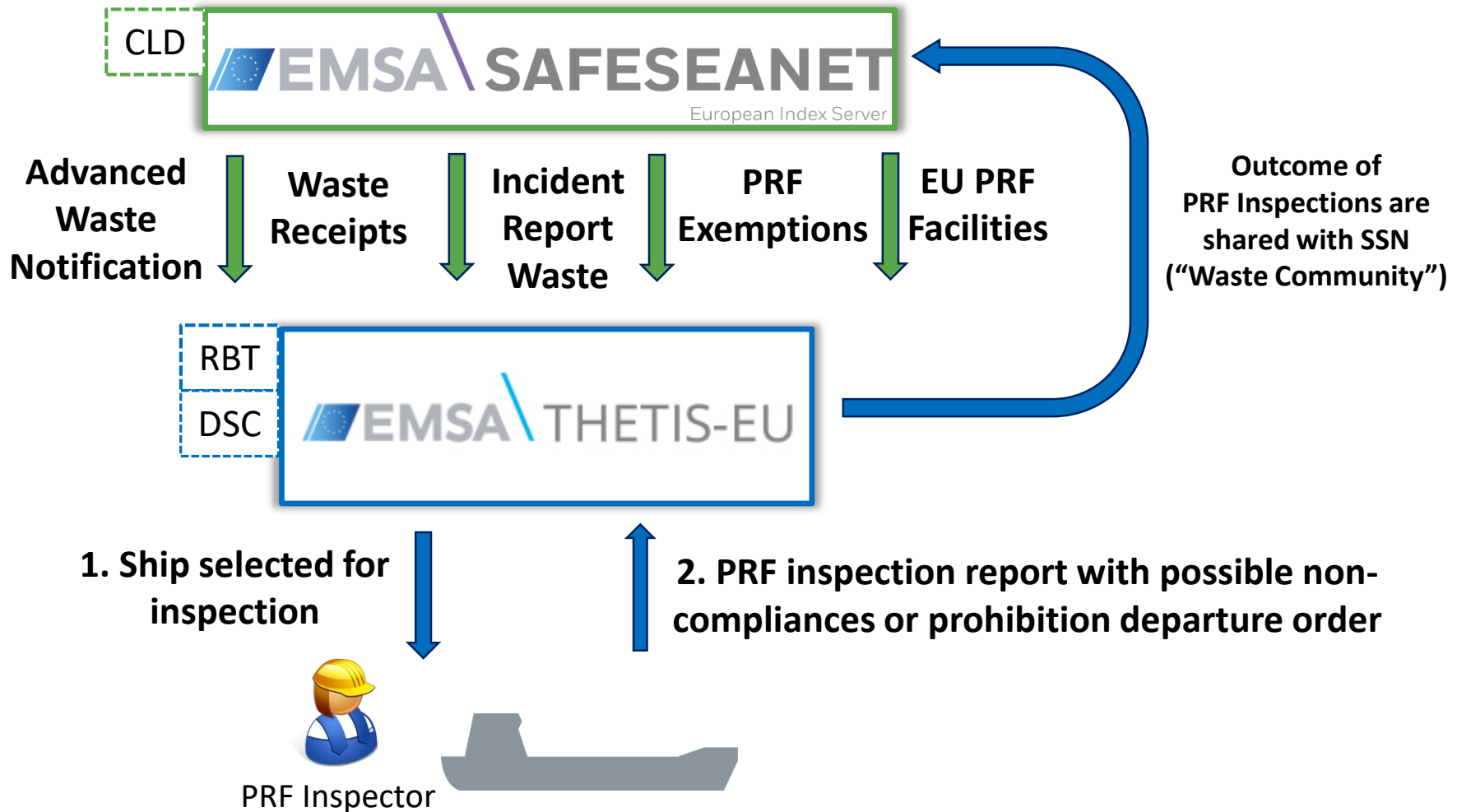
Ship Particulars			
IMO number		Name	
Ship Type	Other special activities	Flag State/Registry	Portugal
Keel laying date	26/05/1985	Call sign	
Gross Tonnage	2290	MMSI	

ISM Company			
IMO number		Address	
Name		City, Country	

Statutory Certificates							
Certificate	Issuing Authority	Issuing date	Expiry date	Surveying authority	Last survey date	Observation	Last survey place
Inventory Certificate[1]	Portugal - Portugal	26/05/2018					

Non-compliances				
Non-compliance	Nature of Defect	Observation	Actions	National Provision
1	Control Measures of Hazardous Materials	Not as required	11 - Ship detained	

Overview State of Play / Future



- **THETIS-EU to be aligned with SSNv5 for displaying:**
 - Advanced Waste Notification according to the new waste types,
 - Waste Receipts communicated to SSN,
- **Tentatively aligned with entry of production of SSNv5 in December/2021,**
- **THETIS-EU already displays advanced waste notification and waste types according to the former PRF Directive.**

- **After the adoption** of the implementing acts THETIS-EU to support:
 - Risk-Based Targeting mechanism for selection of ships to be inspected (not mandatory),
 - Calculation of Dedicated Storage Capacity (aid ship selection),
- RBT / DSC rely on SSNv5 and the new waste types to be communicated through the “Advanced Waste Notification”,
- After SSNv5 entry in production in December/2021, a transitional period of 5 months will occur,
- Therefore, the most likely scenario for these functionalities to be fully operational is mid-2022, at a time where all the necessary data will be available, depending as well of the final text of the adopted Implementing Acts.

- **Even though THETIS-EU will be displaying the “Advanced Waste Notification” / “Dedicated Storage Capacity”:**
 - The PRF Inspector still needs to check on board of the ship the above elements and confirm & perform the calculation of dedicated storage capacity as well,
 - Ships may be exempted from reporting AWN,
 - Ships < 300 GT are out of the scope of VTMISS Directive,
- **THETIS-EU does not substitute the need for a onboard physical inspection and for the inspector to have to report the respective findings (e.g., non-compliances),**
- **THETIS-EU is primarily a repository of inspections, even though it may assist in the selection of ships for inspection (pre-boarding).**

- Currently, the PRF Inspector can indicate in THETIS-EU to which PRF Facility the waste was disposed to,
- It is important as well to establish which waste types the PRF is capable of handling,
- **Central Location Database (CLD)** will support the reporting of (EU) PRF Facilities by MSs,
- These facilities will be shared with THETIS-EU in the future once the technical means allow for it,
- However, **non-EU PRF Facilities** are also required in THETIS-EU, the latter will NOT be available in CLD, though they are available in IMO GISIS,
- Therefore, the list of PRF Facilities in THETIS-EU will be retrieved from other internal sources (MARINFO) and synchronized along the way with other official sources when possible – e.g., CLD.

- **As per Article 9.4, exemptions are to be reported to SafeSeaNet,**
- **Exemptions will be shared with THETIS-EU PRF and taken into account by the system to NOT trigger alerts in case an Advanced Waste Notification has not been reported,**
- **Type of Exemptions to be shared with THETIS-EU:**
 - Advanced Waste Notification (Article 6),
 - Delivery of Waste from Ships (Article 7(1)),
 - Payment of Fees (Article (8))

- **SSN will allow the reporting of Waste Incident Type (which is triggered outside the scope of a PRF inspection),**
- **Waste Incidents reported through SSN will also be shared with THETIS-EU,**
- **In case of an incident, the risk of the ship will be higher,**
- **Possible Waste Incident Type to be reported in SSN:**
 - Advance Waste notification not reported (article 6)
 - Waste not delivered (article 7.1)
 - Waste receipt not reported (article 7.3)
 - Vessel has sailed but not sufficient storage capacity (article 7.4)
 - Other (please fill in the free text description below)

4. Conclusion

- **Operationalising the Risk Based Targeting / Dedicated Storage Capacity in THETIS-EU is dependent on the data completeness & data-quality of the Advanced Waste Notification reported to SSN,**
- Note: that the AWN will not be available for exempted ships (Article 9),
- Note: that the AWN will not be available for the majority of ships < 300 GT,
- **First step: to configure the system according to EMSA's inspection guidance,**
- **Second step: to align the system with SSNv5: Advanced Waste Notification / Waste Receipt,**
- **Final step: to implement the Risk-Based Targeting / Dedicated Storage Capacity, two elements that may assist with the selection of ships for inspection.**

- **Only Competent Authorities** responsible for the enforcement of the PRF Directive have access to THETIS-EU PRF module and may nominate a **National Administrator**,
- **Each Competent Authority** can nominate **one or more THETIS-EU PRF National Administrators**,
- **The nominated THETIS-EU National Administrators** can be communicated to the **THETIS Helpdesk** (thetis@emsa.europa.eu)
- **MSs** are invited to report PRF Inspections as soon as possible to be familiarised with the system in advance.



Thank you for your time! Questions?

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