

Port State Controls – General Information from FMA

PSC Procedure

Boarding Procedures

As of 1 January 2011, the Paris MOU initiated a new port state control inspection regime. This inspection regime commits the Paris MOU States to inspect all ships visiting ports and anchorages in the Paris MOU over a three year period with increased inspection of High Risk Ships (HRS). HRS will be subject to expanded inspections every 6 months. Ships with 3 or more Port State Control (PSC) detentions in the Paris MOU region during a three year period will be banned. Under the New Inspection Regime (NIR), quality ships will be rewarded with longer inspection intervals.

By now most of you will have experienced that PSC Officers are now boarding ships under Paris MoU New Inspection Regime (NIR) without announcement. The primary intention is check the ship's documents for completeness and validity.

If there are any grounds to believe that the ship in question does not conform to the international conventions, the inspector will carry out an *expanded inspection* of the ship's condition and the required equipment. The Master will receive an official inspection report consisting of Form A and B. Form A lists the ship's details and the validity of the relevant certificates. Form B shows the list of deficiencies found (if any), with an action code, which describes a timeframe for rectification for each deficiency.

If during the Port State survey clear grounds have been established that the ship forms a hazard to safety and/or the environment, the PSCO has the right to detain the ship in port until the respective deficiencies have been rectified and resurveyed. The PSC authority will either resurvey by own inspectors or ask for a survey report from the Classification surveyor to verify the rectification.

In case of a detention, the PSC authority has the right to present a bill about their inspection activities. Any detention has to be reported as soon as possible by the authority to the flag state, the classification society and IMO. The data about the inspection and the given timeframe for rectification are entered in a computer system used by all members of a regional PSC agreement.

Action Codes

The given time frame for rectification of each deficiency is commonly given in a coded form in the inspection report, called "action code". Following codes are mainly used:

- 30 = Grounds for detention
- 17 = Master instructed to rectify deficiency before departure
- 16 = to be rectified within 14 days
- 15 = to be rectified at next port of call
- 19 = rectify major non-conformity before departure
- 18 = rectify non-conformity within 3 months
- 10 = deficiency rectified
- 40 = next port informed
- 47 = as in agreed class conditions
- 50 = Flag state/consul informed
- 70 = Classification society informed
- 80 = temporary repair

Inspection Campaigns

The regional PSC MOU members from time to time agree to carry out special inspection campaigns for a period of generally 3 months. Within such campaigns special attention will be laid on certain details during the regular inspections held onboard. Following campaigns have been carried out in the past:

- ✓ Inspection of crew accommodation acc. ILO Conv. Nr. 147
- ✓ Inspection of ISM implementation
- ✓ Inspection of the GMDSS equipment and the use by operators
- ✓ Inspection of safety on passenger ships
- ✓ Inspection of ISPS Code compliance
- ✓ Inspection of MARPOL Annex I requirements

Further campaigns will be announced in advance in the publications of the PSC MOU offices.

PSC in regard to ISM:

Common rules are being established in accordance with IMO guidelines how to inspect the presence of an ISM system onboard. By IMO Circular MEPC/Circ.354, dated 18.12.1998, the following Interim Guidelines have laid down:

- The inspector will not carry out an audit. He will primarily conduct an inspection of the relevant ISM certification.
- A more detailed inspection of the SMS will be carried out if clear grounds are established which may include absence or inaccuracy of the ISM Code Certification or detainable or many non-detainable deficiencies in other areas.
- Within a more detailed inspection the inspector may utilize a catalogue of 11 questions to verify the extent of compliance with the ISM Code.

If deficiencies are found by the inspector, PSC expects actions to be taken by the owners to carry out corrective actions in conjunction with the ISM certifying society.

Special Banning Rules within PARIS MOU:

PARIS MOU in conjunction with the EC has published regulation valid since 2003-07-01 about banning of ships from EC waters:

On the basis of EC Directive 2001/106/EC any oil tanker, product carrier, bulk carrier, and passenger ship will be banned which

- flies a flag of “very high risk” acc. to the MOU Black List and has been detained twice within three years or
- flies a flag of “medium risk” acc. to the MOU Black List and has been detained 3 times within 2 years.

The ban will only be lifted after official statements from class and flag that the ship complies in full and a thorough inspection by PSC.

Special rules for Expanded Inspections within PARIS MOU:

Since July 2003 the following ship types have been made subject of an annual expanded inspection when visited:

- Oil tankers over 15 years of age and 3000GRT,
- Chemical and gas carrier over 10 years,
- Bulk carriers over 15 years and
- Passenger ships over 15 years

Masters must report to PSC in advance if the next inspection is due again. Further details can be found in the PARIS MOU Internet pages (“MEI Information”).

Prevention

Preventive Actions:

In order to avoid problems with Port State Control inspections owners should make sure that their ships are properly maintained and that all international requirements are fulfilled onboard. The following points should be observed:

- Continuous maintenance on board
- Regular training of the crew for emergency situations
- Regular check of the certificates' validity and due surveys
- Cleanliness on deck (first impression!)
- Access control onboard
- Correct and polite cooperation with the PSC official, accompany PSCO to clarify questions on the spot, open locked doors etc.

Critical Areas:

The statistics on the deficiencies found by PSC show that the majority of the deficiencies are found in the area of the Safety and MARPOL Equipment.

Some critical areas are:

- Deficient or missing parts of the required equipment
- Nautical publications not updated
- Manuals/instructions not available/ not posted as required
- Oily Water Separator arrangement faulty
- Faulty / missing entries in the Oil Record Book

FMA Involvement:

FMA aims at assessing each PSC detention report concerning ships under FAS in view of analysing the quality of survey activities regularly conducted onboard. Records will be kept of each deficiency in this respect in order to provide other FAS registered ships with information regarding typical trouble areas. The intention is to prevent similar conditions on board other ships. In addition, an evaluation of deficiencies listed will be made in view of tracing any fault made by FMA staff. Corrective actions will be taken if such faults have been found.

Deficiencies listed in the reports will be entered in our PSC Assessment Database, and statistics as for the kinds of deficiencies will be drawn from the system in order to find out which areas on board FAS registered vessels are found frequently deficient. Thus, the statistical data will be used for improvement of the quality of our services, and also the share experience feedback to the FAS fleet as such.

Other assistance by FMA:

FMA aims at assisting operators under FAS with appropriate information and inspection preparation. For this purpose another circular ("Guidelines on Prior Arrival Preparations") is presently being prepared, along with a checklist to promote and enhance on board self-inspection activities.

NB! The mentioned checklist is not intended to be added to other checklists already in place on board. Rather it is meant as an assistance in reviewing on board checklists to ensure that they are as comprehensive as possible.

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