

PARIS MoU Inspection Regime – Guidelines on Prior Arrival Preparations

Further to our Operational Newsletter No. 01/11, we would like to provide you with some further guidelines to assist your PSC preparations.

Enclosed you will find a comprehensive checklist that may be used in steps in order to stay prepared for the unannounced Port State Control. Do always keep in mind that the preparedness is a continuous process. It cannot and should not be regarded a ‘once and for all’ exertion to get into shape!

Ship Risk Profile:

The previous Paris MOU Target Factor system has been replaced by the *Ship Risk Profile*. Effectively, this means that each ship’s risk profile is monitored. Ships are now categorised in:

- Low Risk Ships (LRS),
- Standard Risk Ships (SRS), or
- High Risk Ships (HRS).

PSC performance makes the foundation for the vessel’s risk profile. Over a 3-year period such performance is calculated base on:

- Type of ship (Passenger Ships, Bulk Carriers, Oil Tankers, Gas or Chemical Tankers are given a higher risk number);
- Age of ship (vessels over 12 years of age);
- Performance of the flag of the ship, including undertaking Voluntary IMO;
- Member State Audit Scheme (VIMSAS – the Faroe Islands to be audited by IMO later in 2011);
- Performance of the recognized organization(s);
- Performance of the company responsible for the ISM Management;
- Over the last 36 Months:
 - number of Paris MOU inspections;
 - number of deficiencies per inspection; and
 - number of detentions.

Low risk ships will be awarded with intervals between Port State Control inspections of up to 36 months, compared to 6 months in the current system. All operators and Masters of vessels calling on ports participating in the Paris MOU must determine their ship’s risk profile.

The Paris MoU’s home pages provide calculators to evaluate the company’s and the vessels’ risk profile:

- http://www.parismou.org/Inspection_efforts/Inspections/Ship_risk_profile/Ship_risk_profile_calculator/ (**ship**)
- http://www.parismou.org/Inspection_efforts/Inspections/Ship_risk_profile/Company_performance/Company_performance_calculator/ (**company**)

To make use of the calculators, you will need to know the following over the last 36 months:

- How many PSC inspections has the fleet/ship undergone in the Paris MOU?
- How many ships in the fleet have been detained in the Paris MOU?
- How many **non** ISM deficiencies have been recorded by Paris MOU inspectors?
- How many ISM deficiencies have been recorded by Paris MOU inspectors?
- Has a “Refusal of Access” order ever been issued to any ship of the fleet?

Furthermore, the Recognized Organization’s (RO) profiles are available at:

http://parismou.org/Publications/Performance_lists/.

Reporting obligations:

With the NIR the Paris MOU has widened the requirement for arrival notifications.

Note 1: The ETA72 is now widened to all ships with a HRS profile, and also to each bulk carrier, chemical tanker, gas carrier, oil tanker and passenger ship older than 12 years.

Note 2: All ships are now required to provide a pre-arrival notification 24 hours in advance (ETA24).

New Ship monitoring and reporting system – STIRES and THETIS:

EMSA has launched STIRES (SafeSeaNet Tracking Information Relay and Exchange System) which will interface with LRIT and other vessel related information exchanges between EU members. It will also include information regarding vessels carrying hazardous cargo and will view all high risk ships. This system will use a single map based platform which will include AIS information.

The EU anti-piracy naval force is already using EMSA's satellite based global LRIT to monitor ships passing through the Gulf of Aden.

THETIS is a new information system also launched by the EU Member states which will interface with a number of maritime safety related databases including systems operated by recognized organizations, national information systems and other port state regimes to exchange data and provide a full picture of the vessel's history for the inspector. These systems will be used when targeting vessels for PSC inspections.

Refusal of access (banning)

The Paris MOU has expanded the criteria for multiple PSC detentions as follows:

- If the ship flies a black listed flag, it will be banned after more than 2 detentions in the last 36 months;
- If the ship flies a grey listed flag, it will be banned after more than 2 detentions in the last 24 months.
- Any subsequent detention after the 2nd banning will lead to a ban, regardless of the flag.

Furthermore a time period until the banning can be lifted will be introduced as follows:

1. 3 months after the first ban;
2. 12 months after the second ban;
3. 24 months after the third ban;
4. Permanent ban.

To lift the 3rd ban more stringent conditions are applied which must be fulfilled before the 24 months has elapsed.

Paris MOU – required notification prior to arrival – FMA procedures:

The results from PSC so far in 2011 have been fairly good for the FAS registered fleet. At present, records show that FAS belongs in the Paris MoU's white list. This update is, however, not yet recorded in the web pages. Our aim is to enter the white list at the turn of the year, and to remain there.

Hence, it is of utmost important that vessel operators and masters sailing under the Faroese flag be aware of the new procedures. To study the requirements in detail, please visit the Paris MoU web pages on the follow link http://www.parismou.org/Organization/2010.12.27/Memorandum_of_Understanding.htm.

From there you will find links to all 12 Annexes under the new Paris MoU Memorandum of Understanding.

Along with the on board ISM mechanisms of the company, we request all DOC holders under FAS to:

- Report their vessel's arrival as required,
- Inspect the vessel for deficiencies before arrival, and
- Take early and appropriate action to correct any deficiencies identified.

You should note that available records show that most vessels are detained for any one of the following reasons:

1. Lifeboat davits and or release mechanisms defective,
2. Emergency fire pump defective (does not draw water or insufficient pressure),
3. Emergency generator not working properly,
4. Logs and/or record books not maintained,
5. Communications equipment defective,

6. One or more officers did not have a Faroese Endorsement or Certificate of Receipt of Application,
7. Nautical charts and/or publications outdated,
8. Emergency lights/lighting defective,
9. Fire main leaking or defective,
10. No proof of fire-fighting or lifesaving equipment being serviced,
11. Various air pipe vents or flaps wasted or inoperative,
12. Rubber gaskets on vent pipe covers deteriorated,
13. Quick closing valves frozen or hard to operate,
14. Oil Water Separator and/or 15 PPM alarm not functioning properly,
15. Closing devices for doors, access covers and hatch covers missing or defective,
16. Rubber gaskets for doors, access covers and /or hatch covers deteriorated,
17. Repairs on deck completed without the notification and/or supervision of class,
18. Warnings, notices and instructions that should be posted are missing,
19. Deck machinery and or steering gear leaking hydraulic oil, and
20. Sanitary and/or galley facilities inadequate.

The attached checklist may be used to inspect your ship thoroughly as part of the on board preparations prior to PSC visits. Presumably such checklists are already in place in number of companies, in which case you may use the attached to review own checklists in order to ensure that they are as comprehensive as possible.

Ship operators and masters must understand that to keep the ship ready for unannounced Port State Control is a continuous process. The only way to remain prepared is to improve on board self-inspections. Improved results can be achieved by self-inspections:

- Being regular and with adequate frequencies
- Conducted by Deck & Engine Room Personnel in cooperation
- Limited to given areas at the time
- Giving appropriate focus on the technical and maintenance condition of the area;
Note: The importance of the *first impression*
- Assigning clear responsibility to individuals
- Giving target dates set for completion
- Imposing on assigned personnel to report back

In addition it is advised that Department Heads make regular spot checks of quality records and work performance.

Note: If required equipment on board is not operating properly, or is defective, the vessel operator or Master should contact the Administration and request a dispensation. If the malfunction happens while the vessel is at sea and before the vessel's arrival in port, issuance of a dispensation may prevent a PSC detention.

These requirements are intended to assist in detecting and correcting deficiencies in order to avoid detentions and undue delays in port. Faroese inspectors or auditors may also be available to assist the crew when working with the PARIS MoU inspectors.

Enclosure: [PSC Preparation Checklist](#)