

July, 2011

FAS Inspection Results under the Paris MoU NIR – 1st half 2011

Reference is made to our Operational Newsletters Nos. 01 and 02/2011.

As of January 2011 the Faroese Maritime Authority has been closely monitoring inspection results for Faroese-flagged vessels under the Paris MoU New Inspection Regime (NIR). The purpose is to share statistical material throughout the FAS fleet. The intention is to enhance DOC holders' awareness regarding the importance of flawless Port State Controls.

Note 1: We request all companies managing ships under FAS to communicate to their Faroese flagged vessels our goal set for the 2nd half of 2011: **To be included in the white list of flags by the Paris MoU Regime.**

To reach this goal, target areas in port state control matters must be addressed with a realistic Key Performance Indicator (KPI). Below please find some statistical material, along with our KPI for the 2nd half of 2011 with respect to port state control results:

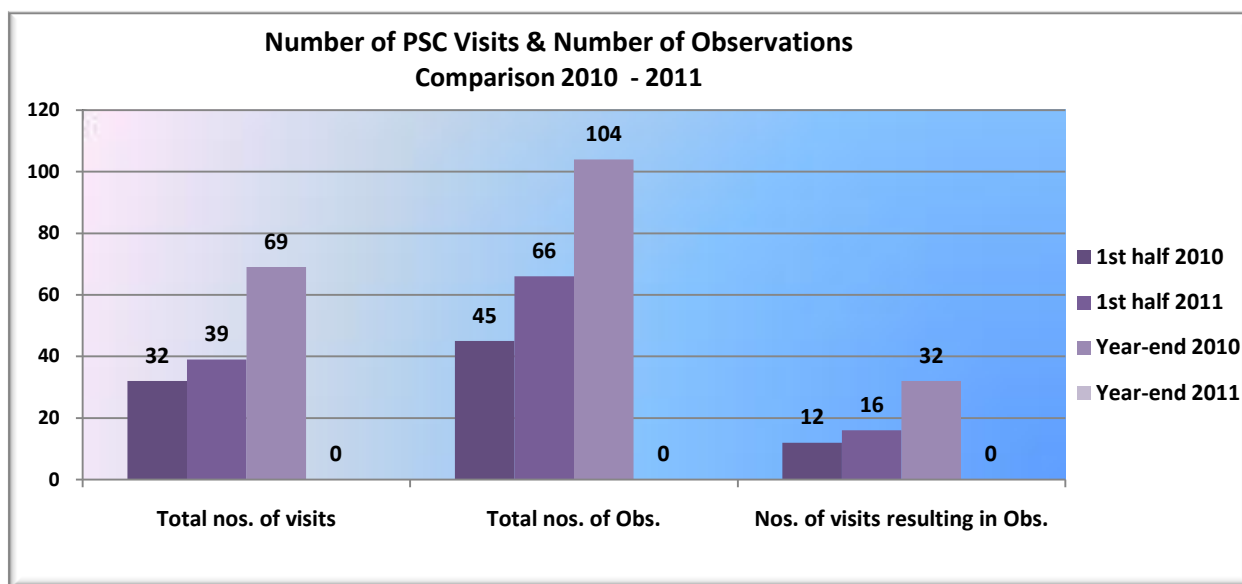
During the first six months of **2010** the number of observations given on board Faroese-flagged vessels was **45**, while the total number for the entire year mounted up to **104**. This implied that the **average** number of observations from port state visits of **1.4** during the first six months ended at **1.5 per visit** at year-end. By this **37.5%** of all visits were concluded with one or more observations during the first six months, while at year-end the percentage had increased to **46.4%**.

For the first six months of **2011** the equivalent numbers are tolerable, although not reassuring. So far the total number of observations has increased

- with the larger fleet,
- the increased number for visits on board, *and*
- the more stringent regime,

which brings the final number of observations up to **66** for the first six months. Thus, compared with the first half of 2010 the **average** number of observations **per visit** has increased from 1.4 to **1.7** in 2011. In **percentage** the number of visits resulting in one or more observations is **41%**, which is slightly higher compared with the first six months of 2010.

Graphical presentation:



We have all been made aware of the fact that port state controls have become more severe under the Paris MoU NIR. Furthermore, we have learned that vessels *and* flags with a high number of deficiencies recorded in Paris MoU will be targeted by port authorities. It must be noted that *the frequency of visits* on board a vessel (and other company vessels) *increases* with the number of deficiencies recorded during each visit.

Due to this fact, we need to emphasize that the figures seen in 2010 and the first half of 2011 require our attention. All companies should undertake the responsibility to ensure that the 2nd half of 2011 should see an opposite trend, with the decimals in our favour. This is a requirement which reflects our goal to enter the Paris MoU list of white flags.

Setting a KPI for the remaining part of 2011 we realize that some companies seem to require a certain period of adaption under the NIR. Based on the above comparisons, therefore, a realistic target for the 2nd half of 2011 would be a KPI set at <1.5 as an *average* for the FAS fleet.

- Note 2:**
- a) We expect companies to have set port state control performance as part of their target areas for improvement, i.a. for monitoring to maintain achievements.
 - b) We also expect companies to have a set KPI, preferably at a ***lower level*** than our <1.5.
 - c) Finally, we expect this circular and related information to be communicated in the company fleet to vessels flying the Faroese flag.

It may be noted that the numbers by which we operate are not part of Paris MoU Criteria for entry into the White List. On the other hand it must be known that the number of *detentions* is. It is also evident from various information from Paris MoU and from the statistics provided by the Classification Societies that a high number of deficiencies is closely linked to the risk of detention.

Hence, we draw your attention once more to Operational Newsletter No. 02/2011, in which you find an overview of the 20 “trouble areas” frequently seen during port state controls (p. 2 & 3). You are also kindly referred to the checklist attached to that newsletter, which may assist you in verifying whether the various shipboard areas have been covered in the best possible way by your own check-lists.

Finally, we take this opportunity to repeat:

- ✓ Self-inspection on board a ship is not an on–off affair. Nor can the job be done in one go.
- ✓ Preparedness to face inspections by others can only be maintained by regular, systematic and thorough self-inspections.
- ✓ Self-inspections must be followed up by proper and timely rectification of all deficiencies found.

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