

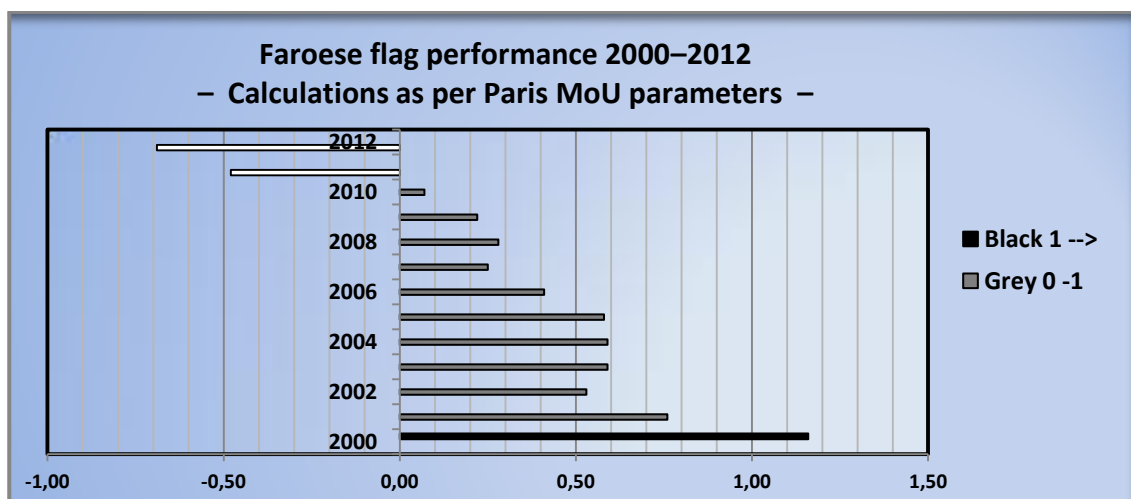
## PSC: Summary 2012 – New Objectives 2013

The Faroese Maritime Authority would like to wish all ship owners and the manning on board FAS ships a Prosperous New Year with thanks for the positive spirit and achievements in 2012!

2011 became the year when the Faroese flag - “Merkið” - climbed into the Paris MoU’s White List of flags.

Throughout **2012**, therefore, we have communicated our aspiration to move up amongst the white listed flags. Despite 2 detentions we have managed Excess Factor (EF) from -49 to -0.69. Whether or not we have managed to achieve our goal will also depend on the achievement of our competitors in the White List.

The EF calculations are done by the same formula that is used by the Paris MoU. In graphics the history of the Faroese flag over the last 12 year period may be presented by the following table:



All ship owners and managers should understand that the outcome for the rating of a flag is on the basis of numbers of

- inspections in total,
- observations in total,
- ISM-related observations and
- detentions

in addition to types of inspections and their outcome, be it

- *Initial Inspection,*
- *More Detailed Inspection, or*
- *Expanded Inspection.*

In the attached [Annex 9](#) to the Paris MoU, and also in the following link to the their web page, you may read more about the type of inspections: [http://www.parismou.org/Inspection\\_efforts/Inspections/](http://www.parismou.org/Inspection_efforts/Inspections/)

Furthermore, it should be clear to ship owners and managers that in order to:

- a) defend our position amongst white-listed flags, *and* also
- b) to ensure **upward mobility** in the White List,

the outcome of inspections for *each vessel* becomes crucial.

## Comparison 2011 – 2012

The New Inspection Regime (NIR) was instigated from 1<sup>st</sup> January 2011 and, by that, more stringent inspection methods. The interval between inspections seemed to shorten and the number of observations during each inspection was seen to rise.

### KPI:

On this basis our KPI for 2012 with respect to **average** number of observations had been set to **≤1.2** (against <1.5 in 2011). At year-end this has been proven too ambitious, as the average number of deficiencies per inspection in 2012 ended on **2.1** (against 1.9 in 2011).

### ISM observations:

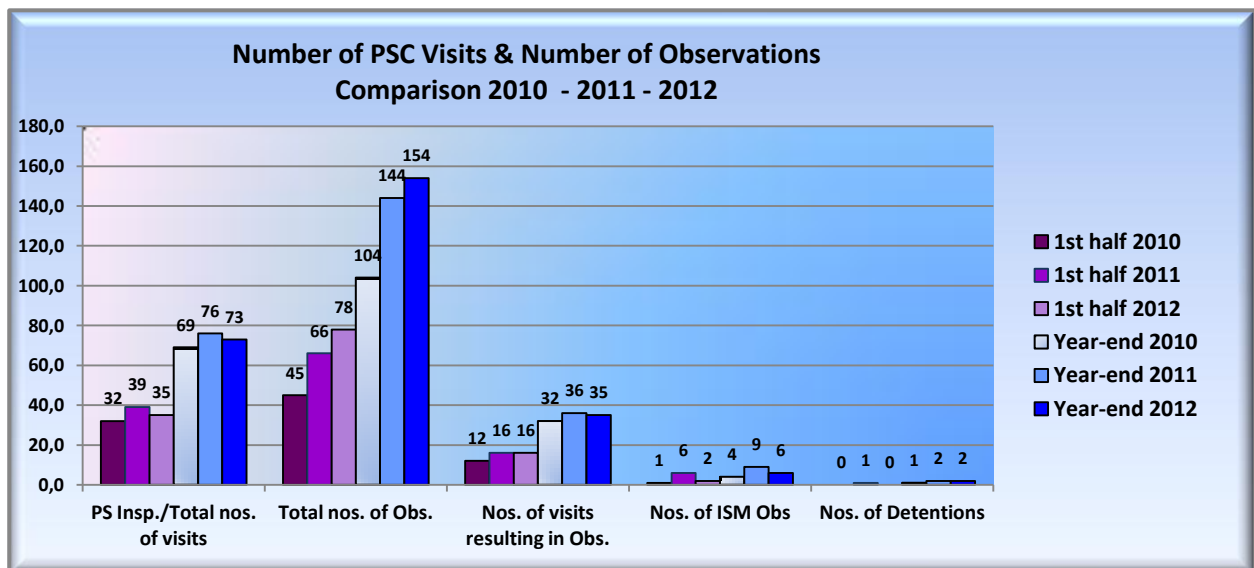
However, the **percentage** of ISM observations has decreased from 6.3% to 3.9% of the total number of deficiencies. As will be known, the ISM-related deficiencies are the ones that each result in a heavier minus weighting than other observations. As such they are in their nature an important indicator of the safety awareness and emergency contingency on board a ship.

### Detentions:

Finally, the number of detentions amounted to 2 in 2012, as was the case in 2011. PSC results are calculated over a 3 year period. Due to this fact, the one – 1 – detention in 2010 will now be counted out, which means that in terms of detentions

→ we must **attain our 0 goal from 2012 if the aim is to move upwards on the White List.**

In the below graphical presentation you seen the numbers underlying the above information, compared also with the two previous years:



## Concentrated Inspection Campaign (CIC)

On 1<sup>st</sup> September 2012 a new CIC was instigated by Paris MoU with focus on fire safety on board ships.

In June FMA sent out a pre-warning (see Operational Newsletter 10/2012) in order to help managers and shipboard complement to start early preparations for inspections with severe focus on fire safety and related aspects. The newsletter was followed up by various other reminders (see Nos. 12, 15 and 16/2012), including a checklist in order for you to assess your own inspection routines.

Despite this, quite shortly after the CIC had started, we suffered two – 2 – detentions, both declared on basis of deficient fire safety conditions. Hence, in spite of our attempts to warn and prepare the fleet to meet this

concentrated campaign, our study of the deficiencies given since 1<sup>st</sup> September include all of the following:

- Fire detection and alarm system inoperative
- Emergency fire pump with no pressure on its line
- Fire dampers not as required
- Fire pumps and its pipes inoperative
- Fire control plan incomplete
- Mustering plan not as required

of which each of the first two bullet points are detainable items on their own. Together with one or more of the other items the conditions give the inspectors “clear grounds” to detain the ship.

### Looking ahead

Based on the above new goals have been set for 2013. As for 2012 we will at an early point communicate to ship owners and managers if/when a new CIC is announced by Paris MoU, or when other news is being released from that side.

### Goals for 2013 for the fleet:

- Detentions	0.0
- ISM observations (Code 15150)	≤ 0.5
- Other observations:	≤ 1.5

### Conclusion

In for 2013 FMA will expect and hope for your co-operation and loyal support of our goals. This can only be done by you setting equivalent or stricter goals to your company fleet (or single vessel, as the case may be).

In addition we do expect ***improved self-inspections and adequate follow-up work*** on board all Faroese flagged vessels in order for the Faroese flag to move upward amongst the white listed flags in the Paris MoU.

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