

PSC: Report 1st Quarter 2014

As reported in Operational Newsletter 01/2014 the expectations of progress in the Paris MoU White List were blown towards the very end of 2013, by which our Excess Factor (EF) finally ended at -0.63 rather than -0.83 or higher.

On the threshold to 2014, therefore, we started with an EF at -0.13 .

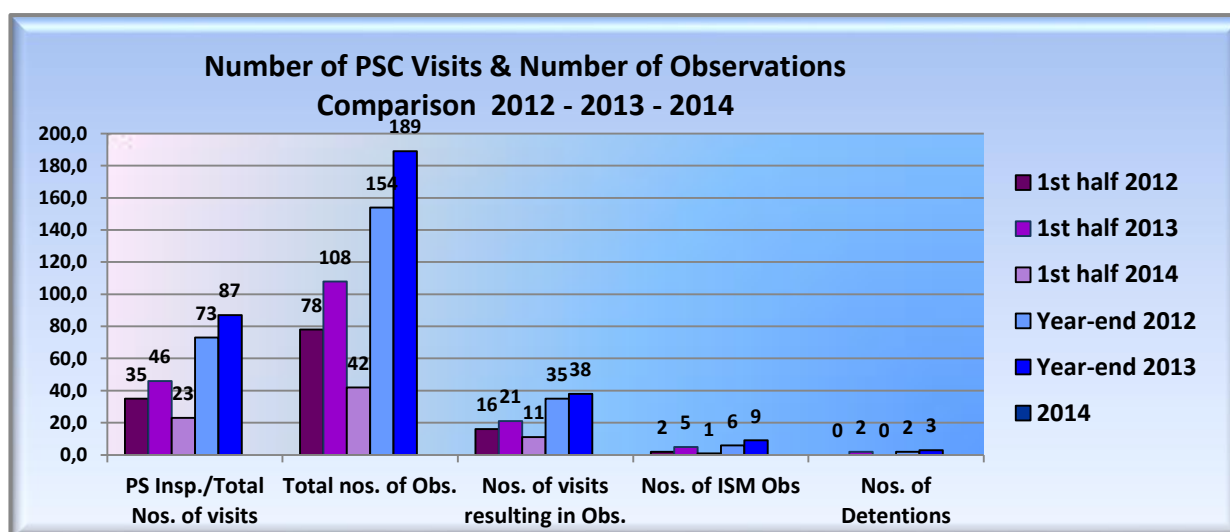
To explain this, you may note that on 1st January, the EF reflects only the two previous years of performance with the 2011 inspections deducted. Because 2011 saw only one detention, the deduction of the other 76 inspections affects the EF considerably. However, this also means that as 2014 elapses and the number of inspections rises – hopefully with no detentions – our EF may rapidly move in the right direction.

Such has been the case for the first quarter. Hence, it is a pleasure to state that by 31st March, with a number of successful inspections, the EF had reached **-0.38** .

Comparison 1st Quarter 2014 with previous years

The below graph shows that the number of inspections during the first quarter is down to **23** from **46**. This might imply that we now see the long awaited effect of the flag actually being white-listed. In its turn it should imply that PSC inspections are becoming a regular and semi-annual event on board Faroese ships. A low detention rate will ensure that trend.

The total number of deficiencies shows that deficiencies have decreased from **108** to **42**. In percentage, this decrease is more significant than the decrease in inspections. Effectively, this means that during the first quarter of 2014, *the Faroese fleet has seen a considerable improvement* compared to the same period in 2013. In addition, from the graphs you may read that an improvement is also the case when comparing with the first quarter of 2012.



KPI:

The average number of deficiencies during each inspection is **1.8** in this period. For the first time since 2011, this key point indicator is approaching the goal, which has been set to **≤ 1.5** .

With but one ISM-related deficiency and zero detentions so far, we have the ambition that this year will be the time when the Faroese flag makes a considerable jump in the right direction in the Paris MoU White List.

What is being done?

As projected in the first newsletter this year, the FMA has increased the focus on ships and owners with a low performance profile. To help get these entities on a more positive track, the FMA has launched a visiting campaign, during which FMA inspectors perform extraordinary flag state inspections on board targeted low performance ships. Deficiencies are being registered as “Condition of Authority”, and the Class is instructed to follow up to ensure corrective actions on such conditions.

So far six ships have been visited. The summary from the tour revealed that on board three of the ships, conditions were uncovered, which – if unattended – quite probably would have led to a detention in a fairly short period of time. This rate of 50 per cent shows that the right ships have been targeted. Also, it is a clear indication that the campaign must and will continue.

Conclusion

The above being said, we wish to ensure all that the FMA has confidence in the co-operation with the companies. From the vast part of the fleet we also see a loyal support of our common goals.

This also means that for the major part of the fleet we see that tangible goals are being set, which are equivalent or even stricter than our own, as encouraged in our first newsletter. Obviously, it is also a pleasure to notice that relevant and efficient follow-up mechanisms are in effect in such well performing company fleets.

On the whole, on board Faroese flagged ship, the Faroese Maritime Authority has good reason to rely on continued:

Respect for the ISM Code and all applicable regulations,

and

Improved self-inspections & adequate follow-up work

--- 00 ---