



Dienststelle Schiffssicherheit BG Verkehr

ISM-Circular No.: 06/2010

Subject: New Inspection Regime of Port State Control within Paris MoU
Rule reference: ISM Code 1.2.3
Remark: This circular needs to be carried on board of ships on international voyages.
Date: 18.11.2010

This circular shall give an overview to the owners and managers of German flagged ships about the New Inspection Regime on Port State Control within Paris MoU.

1. What's new?

The New Inspection Regime (NIR) of the Paris MoU will enter into force on **1st January 2011**. With the introduction of the NIR the Paris MoU will change its target of inspecting 25% of individual ships calling at each Member State to a shared commitment for full coverage of inspecting **all ships visiting ports and anchorages** in the Paris MoU region as a whole. The new Paris MoU PSC information database (THETIS) will receive information via SafeSeaNet (SSN).

The New Inspection Regime distinguishes between Priority I (Ship has to be inspected) and Priority II (Ship may be inspected).

Priority I

The time window for inspection of the ship has passed or an overriding factor¹ is logged for the ship.

Priority II

The time window for inspection of the ship has opened or an unexpected factor² is logged for the ship or there are one or more outstanding deficiencies (except codes 16 and 17).

¹ Ships reported by another Member State excluding unexpected factors, Ships involved in a collision, grounding or stranding on their way to port, Ships accused of an alleged violation of the provisions on discharge of harmful substances or effluents, Ships which have been manoeuvred in an erratic or unsafe manner whereby routing measures, adopted by the IMO, or safe navigational practices and procedures have not been followed, Ships which have been suspended or withdrawn from their Class for safety reasons after last PSC inspection, Ships which cannot be identified in the THETIS-database.

² Unexpected factors could indicate a serious threat to the safety of the ship and the crew or to the environment but the need to undertake an additional inspection is for the professional judgement of the Authority. Examples for unexpected factors are: Previously detained ships (3 months after the detention), Ships with outstanding deficiencies (except code 16 and 17), Ships which did not comply with the reporting obligations, Ships reported with problems concerning their cargo, Ships reported by pilots or relevant authorities ...

The Target Factor will be replaced by the Ship Risk Profile. **Inspection results** of inspections within the Paris MoU region **during the last 3 years (earliest since 17 June 2009)** will be taken into account for the NIR.

Ships are classified into High Risk Ships (HRS), Standard Risk Ships (SRS) and Low Risk Ships (LRS). The Ship's Risk Profile is calculated on a daily basis and includes the following parameters:

- Ship type,
- age of the ship,
- **number of deficiencies** (in previous 3 years, ISM deficiencies are counted 5 times higher than non-ISM deficiencies)
- **number of detentions** (in previous 3 years),
- performance of the flag (if it completed an IMO Audit, BGW-List: in previous 3 calendar years, calculated each year),
- performance of the RO (in previous 3 calendar years, calculated each year),
- performance of the **Company** (deficiencies (ISM deficiencies are counted 5 times higher than non-ISM deficiencies) and detentions of whole fleet in the last 36 months compared with the average within Paris MoU).

Time windows for the periodic inspections

- HRS: between 5-6 months after the last inspection in the PMoU region;
- SRS: between 10-12 months after the last inspection in the PMoU region;
- LRS: between 24-36 months after the last inspection in the PMoU region.

The following example shows the different time windows according to Ship's Risk Profile arising from of a fictitious Port State Control on 5th February 2011:



Please use the Ship Risk Calculator on the Paris MoU Website to find out your Ship's Risk Profile.

2. Reporting requirements (ETA72 and ETA24)

From 1st January 2011 the following reports are mandatory for all ships calling at a **port or anchorage** within the Paris MoU region. The notifications have to be made to the Port State according to the respective national arrangements. Please contact the Port State Authorities and the Port Agents of your destination ports to get used to the national reporting requirements and consult the relevant Notices to Mariners.

The actual time of arrival (ATA) and the actual time of departure (ATD) will normally be transferred by national port information systems (via port agents) to THETIS.

72 hour ETA message

Pre-arrival notification for ships **due for expanded inspection (all ships with a high risk profile and all passenger ships, oil tankers, gas or chemical tankers or bulk carriers older than 12 years)**.

Notification shall be made by the operator, master or agent at least 72 hours before ETA in the port or anchorage or before leaving the previous port if the voyage is expected to take less than 72 hours.

Information to be reported:

- ship identification (name, call sign, IMO or MMSI number, flag)
- planned duration of call (ETA/ETD)
- for tankers: hull configuration (single hull, single hull with segregated ballast tanks, double hull), condition of the cargo and ballast tanks (full, empty, inerted) and volume and type of cargo
- planned operations at the port or anchorage of destination (loading, unloading, other)
- planned statutory survey inspections and substantial maintenance and repairs while staying in port
- date of the last expanded inspection in the Paris MoU region

24 hour ETA message

Pre-arrival notification **for all ships (including those who already made ETA72)** shall be made by the operator, master or agent at least 24 hours in advance or before leaving the previous port if the voyage is expected to take less than 24 hours.

Information to be reported:

- ship identification
- port of destination
- ETA/ETD
- number of persons on board

3. If the notification is not made

Penalties may be imposed and the failure of reporting is an unexpected factor so the ship will become Priority II and can be targeted for an additional PSC inspection regardless when the last inspection took place.

Action required:

Ensure that the personnel is familiar with the national legislation and local procedures of their ports and anchorages of call regarding the new reporting requirements within the Paris MoU region. Therefore please contact the Port State Authorities and the Port Agents.

More information is provided at:

<http://www.parismou.org/ParisMOU/New+Inspection+Regime/xp/menu.4279/default.aspx>

<http://www.bg-verkehr.de/service/downloads/dienststelle-schiffssicherheit/psc>

Copies of the ISM Circular can be found at our website:

<http://www.bg-verkehr.de/service/downloads/dienststelle-schiffssicherheit/ism-international-safety-management>

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