

## Paris MOU expanded inspections

Member states of the Paris Memorandum of Understanding on Port State Control (Paris MOU) will commence a programme of expanded port state inspections on July 22 for ships deemed to pose a higher than normal maritime safety risk.

The new regime implements measures in the revised European Directive on Port State Control which enters into force on the same day. It is estimated that the number of vessels to be inspected will be increased from 700 a year under the old Directive to approximately 4,000 under the new regime

Expanded inspections will be carried out on tankers over 15 years of age, chemical and gas carriers over 10 years, bulk carriers over 12 years and passenger ships over 15 years. These new inspections will be mandatory if 12 months have lapsed since the last expanded inspection by a Paris MOU port. If a ship is due for an expanded inspection, the onus is on the owner to arrange an inspection at a Paris MOU port giving three days notice of arrival.

Ships with a Paris MOU target factor of 50 or more (the target calculator is available on [www.parismou.org](http://www.parismou.org) under Target Factor) will be inspected if they have not been inspected at a Paris MOU port within the last month.

The 19 Paris MOU member states are also extending their banning policy. All ships that are registered under flags on the Paris MOU Black List and considered "very high risk" or "high risk" will be refused access to Paris MOU ports if they are detained twice in three years. For ships whose flags are considered to be in the lower risk category, they will be refused entry if they are detained three times in two years.

All detentions from January 22, 2002 onwards will count towards a ban. These bans may be lifted if the ship completes an expanded inspection at the owner's expense. The flag state and, where appropriate, class must also confirm that the ship complies with required standards.

Owners of tankers and bulk carriers must ensure that charterer information is available on board for the port state inspectors to record. Ships required under international regulations to carry a functioning voyage data recorder may be detained if it is found not to be working properly.

Under the revised EU Directive greater levels of transparency and data communication will be imposed on, and between, port state inspectors, class and flag states through mandatory information exchange.

During the revision of the Directive, shipowners lobbied to ensure that an adequate complaint and appeals mechanism be developed and made part of the regime as an integrated element of European port state control.