

# The Role of Port State Control

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Carlen Droppers  
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# Overview

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- ◆ General introduction to Port State Control
- ◆ Targeting in the Paris MOU region
- ◆ PSC tanker inspection results
- ◆ Mandatory Expanded Inspections
- ◆ Developments
- ◆ Conclusion

# The growing importance of PSC

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AIM :

Elimination of “sub-standard” ships  
in the region

# Substandard shipping pays

- ◆ Substandard ship owner can reduce operational costs 15%
- ◆ Substandard ship owners have little concern for:
  - ✓ Safety
  - ✓ Marine pollution
  - ✓ Working and Living conditions



# Responsibility

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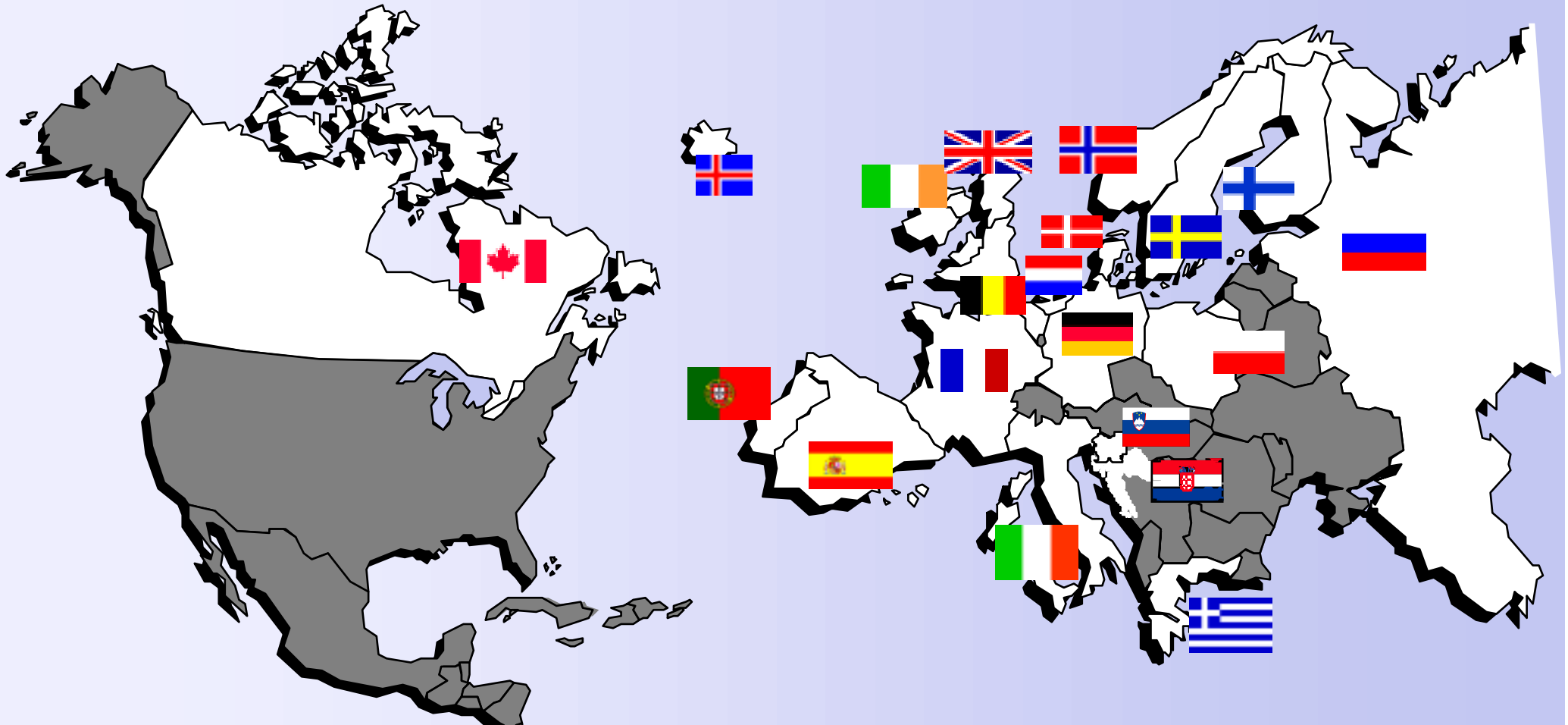
- ◆ Owner, operator.
- ◆ Flagstate.
- ◆ Classification Society.
- ◆ Port State Control
- ◆ Others:
  - Charterers
  - Cargo owners
  - Insurance Companies
  - Bankers

# Conventions and agreements

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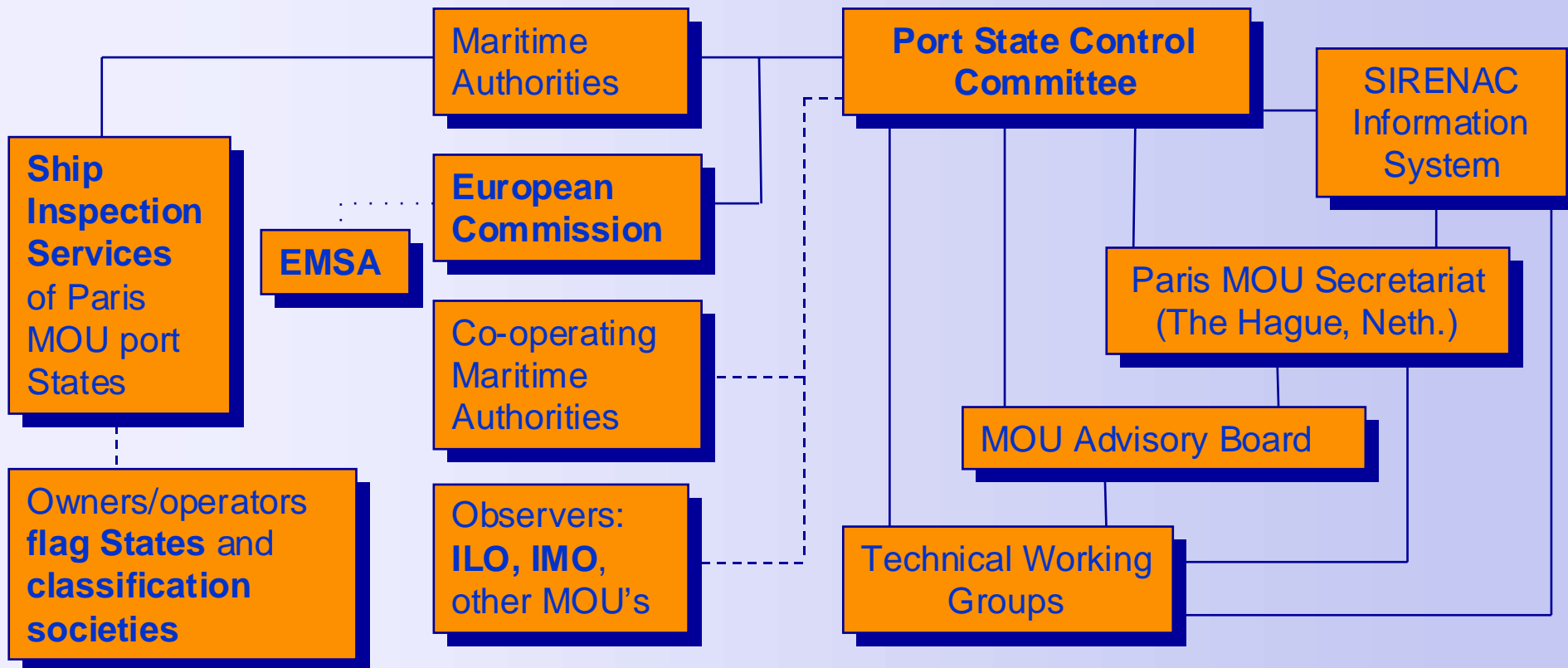
- ◆ Port State Control is laid down in International Maritime Conventions
- ◆ Regional agreement is laid down in Paris MOU on Port State Control
- ◆ Legally binding for EU Members through EC Directive on Port State Control

# Regional scope of Paris MOU

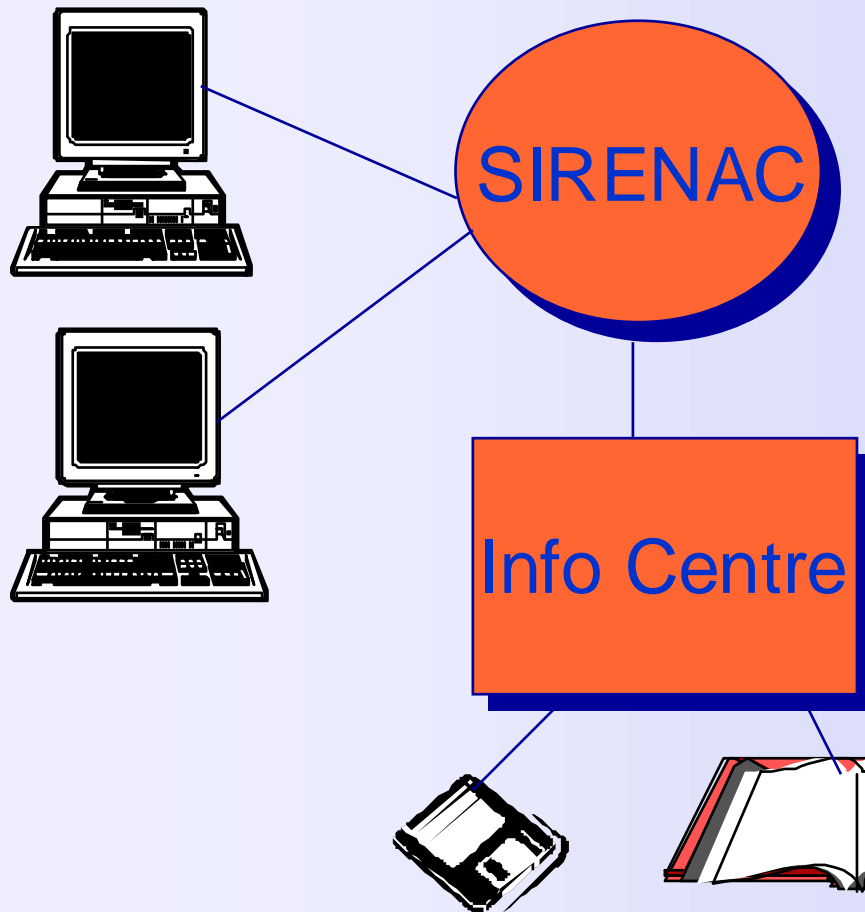


# Organisational structure

## Paris MOU on port State control



# Targeting



- ◆ Operational database for:
  - information about the vessel targeting
  - entering of inspections
  - exchange of messages within the Paris MOU
- ◆ Statistical database for:
  - month/year reports
  - publications

# Selection for inspection:

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- ◆ Any ship (not due for Exp. Insp.) TF >50
- ◆ Ships due for Exp. Insp. (Annex 1, Section 8.2) in first port after 12 months since last E.I.
- ◆ Overriding priority
- ◆ Selection based on Target Factor

# Overriding priority for inspection

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- ◆ Report by pilot service or authorities
- ◆ Carrying dangerous cargo or polluting goods and failed to report this
- ◆ At request other port State
- ◆ Complaint from captain, crew or other person with legitimate interest
- ◆ Collision, grounding, unsafe navigation in TSS
- ◆ Class suspended or withdrawn in preceding 6 months

# Target Factor

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- ◆ The flag State on the “Black List”
- ◆ Older (chemical) tanker, bulk carrier, gas carrier or passenger ship
- ◆ Another class than EU recognized
- ◆ Age of ship
- ◆ The first time in the region or after 12 months
- ◆ Not inspected for 6 months
- ◆ Detention / deficiencies record
- ◆ Outstanding deficiencies

# Initial Inspection:

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- ◆ Visit on board a ship to check certificates and documents (Annex 1, section 2), and
- ◆ Verify that crew and overall condition of the ship (incl. ER and accommodation and incl. Hygienic conditions) meet international rules and standards.

Deficiencies → “More detailed inspection”

# More detailed inspection:

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- ◆ In area's of clear grounds (see Annex 1, Section 4)
  - ✓ Ship
  - ✓ Equipment, or
  - ✓ Crew does not substantially meet requirements
- ◆ Other area's at random
- ◆ Check compliance with on-board operational requirements
- ◆ Take into account:
  - ✓ Annex 1, Section 5 (more detailed inspection)
  - ✓ IMDG Code
  - ✓ Section 6 (manning) and 7 (ILO) of Annex 1

# Detention

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- ◆ With the first inspection, irrespective the vessel's time in port
- ◆ PSCO should check rectification of serious deficiencies before departure
- ◆ Report to flag State and class
- ◆ Inspection(s) costs for the owner
- ◆ Listed and published

# Banning of vessel

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- ◆ Jumped detention
- ◆ No ISM Code certificates
- ◆ Failed to call at indicated repair yard
- ◆ Certain shiptypes (blacklisted flag) with multiple detentions will be banned



- ◆ Published on the Paris MOU website

# Banning for Black Listed flags

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- ◆ Ship flying flag State appearing on Black List will be banned when:
  - ✓ 3 detentions within preceding 24 month period
- ◆ Ship flying flag regarded as “very high risk” or “high risk” on black list will be banned when:
  - ✓ 2 detentions within preceding 36 months.
- ◆ Refusal of access applicable immediately after leaving port.
- ◆ Applies only to gas and chemical tankers, bulk carriers, oil tankers and passenger ships.



# Performance of flag States 2002

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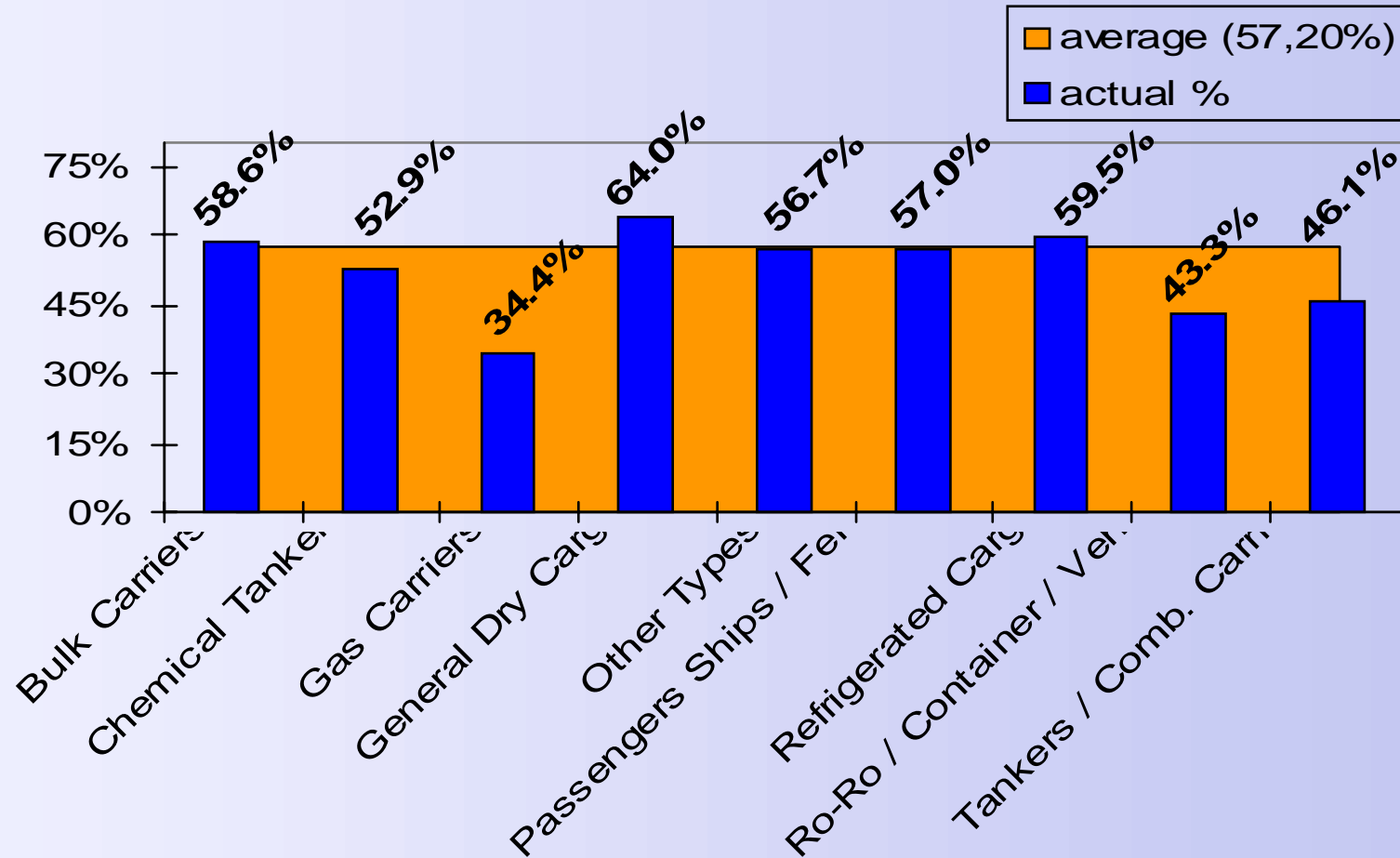
## Black List

- ◆ Albania (1)
- ◆ Bolivia (2)
- ◆ Sao Tome & Principe (3)
- ◆ Tonga (13)
- ◆ Lebanon (6)
- ◆ Algeria (5)
- ◆ Honduras (4)

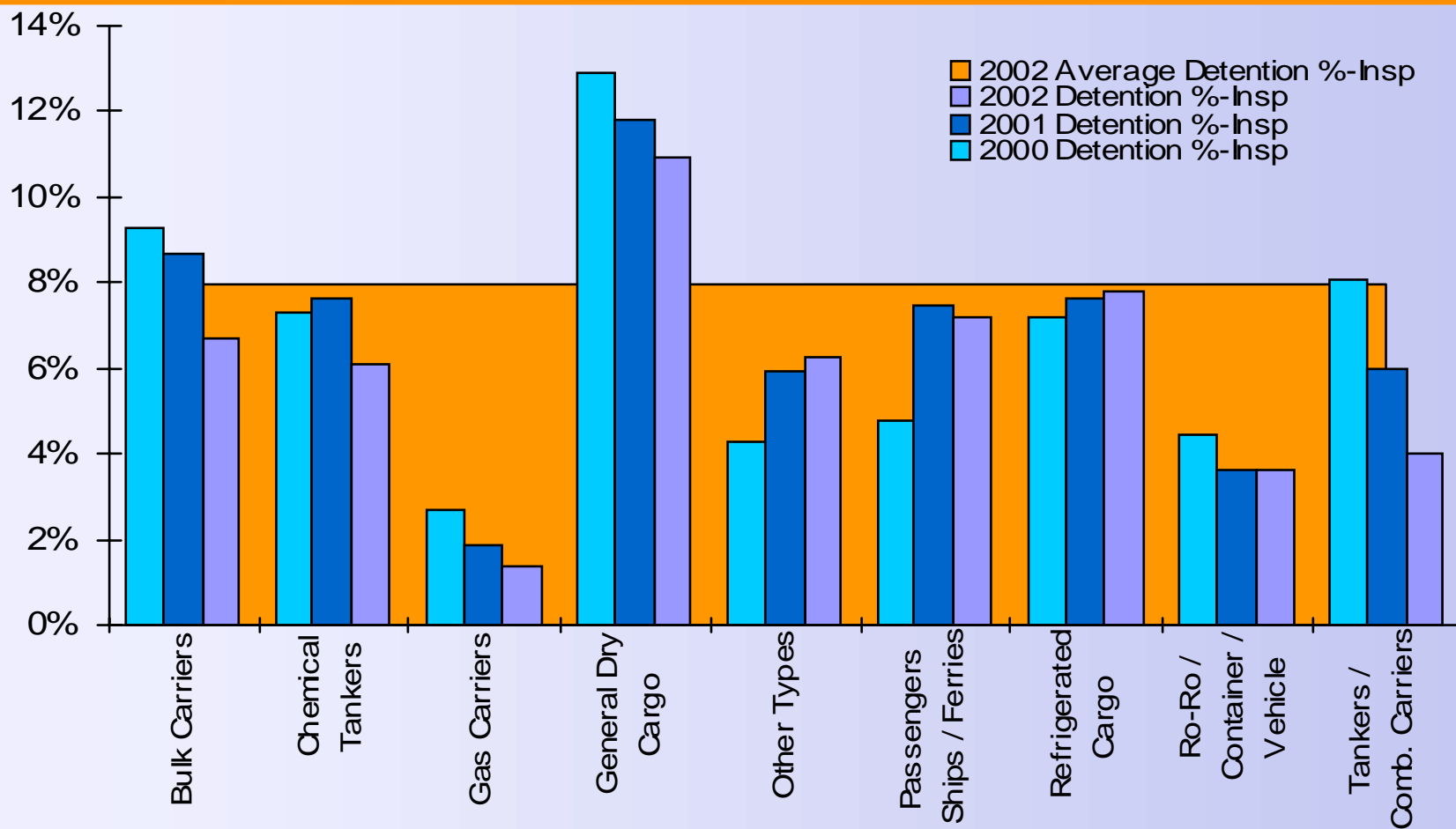
## White List

- ◆ United Kingdom (1)
- ◆ Sweden (3)
- ◆ Finland (2)
- ◆ Isle of Man (12)
- ◆ Germany (5)
- ◆ Ireland (7)
- ◆ The Netherlands (6)

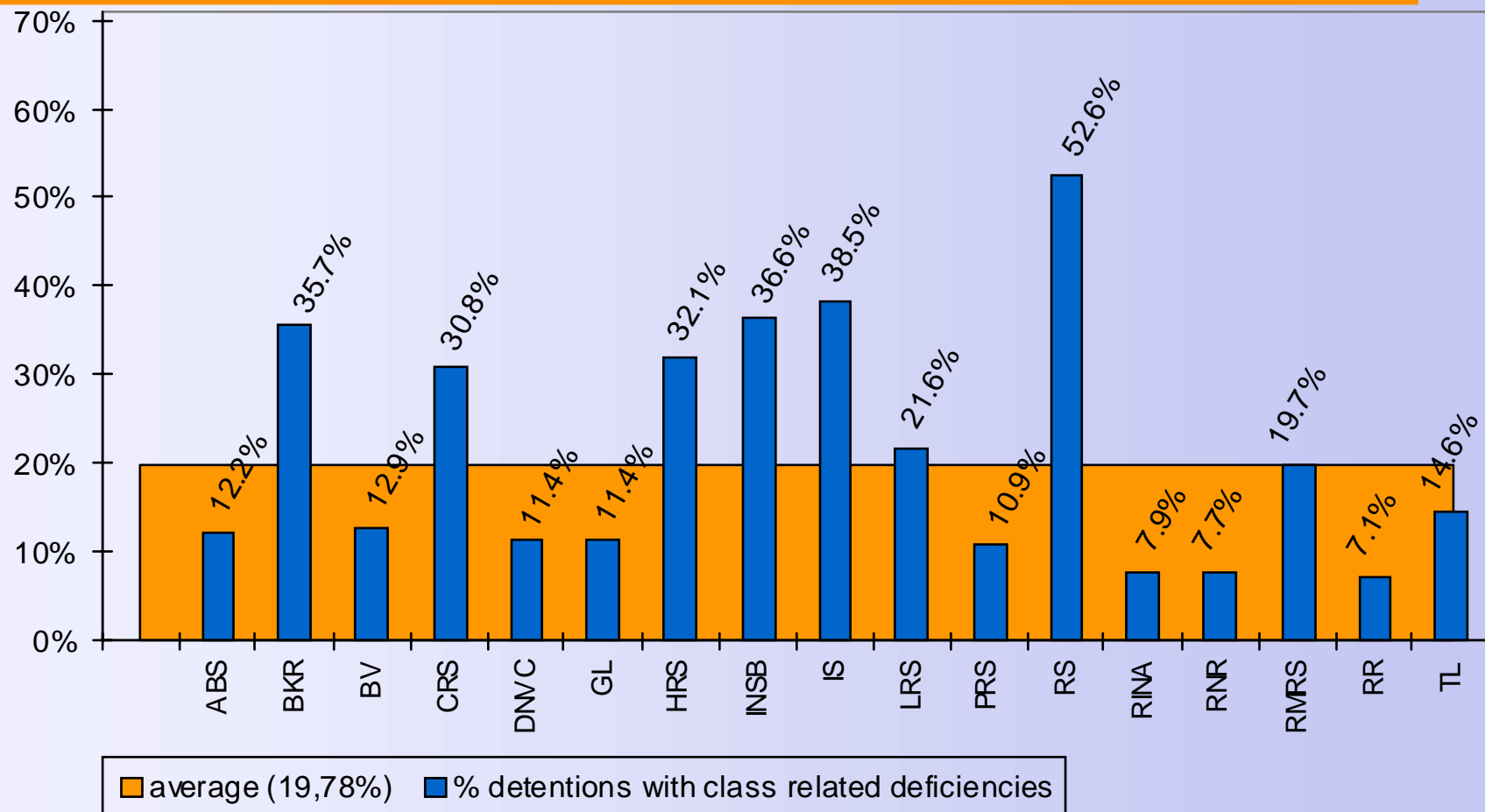
# 2002 deficiency % per ship type



# 2002 detention % of inspection per ship type



# Detentions with class related detainable def. (% of total nr. of detentions)



# Mandatory Expanded Inspections

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- Oil tankers >3000 GT and >15 years
- Bulk carriers (IMO definition!) >12 years
- Gas – and Chemical tankers >10 years
- Passenger ships >15 years (except for ro ro ferries and HSC)

are due for expanded inspection after 12 months from the last expanded inspection

# Mandatory Expanded Inspections

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- ◆ Advance notice requirement
  - 3 Days before the ETA or before leaving the port if the voyage <3 days incl. length of call and planned operations e.g. unloading or repair work.
- ◆ Target Factor
  - —7 expanded inspection to be completed before ship leaves port.
  - <7 not usually subject to exp. inspection in that port. Notification requirement to subsequent PMOU ports until TF reaches 7. TF calculator tool on the PMOU website.
- ◆ If not possible for operational reasons: port State passes inspection on to next port of call in PMOU

# Present & Future developments

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- ◆ Publication of owners/operators on detentions
- ◆ Registration of charterers on detentions
- ◆ Review of disputed detentions
- ◆ Exchange of information with other parties
- ◆ ParisMOU Quality Reward System
- ◆ Responsibilities of others\*
- ◆ Improving selection of ships to be inspected\*

# Conclusion

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- ◆ Low Target factor → Less inspections
  - actively make use of ISM Code
  - well maintained ships of recent origin
  - motivated, well trained crews
  - choice of Flag
  - choice of Class. soc.
- ◆ Reporting requirements → All aware & prepared
  - Voyage damage
  - Mandatory expanded inspection
- ◆ Review of disputed detentions via flag State or classification society.

# Questions ?

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- ◆ Secretariat of Paris MOU on Port State Control,
- ◆ P.O.Box 20904  
2500 EX The Hague  
The Netherlands
- ◆ [www.parismou.org](http://www.parismou.org)

