



WHAT IF THE INFORMATION IS NOT REPORTED?

Failure to report the information outlined in this brochure may cause a ship to be targeted for inspection. Failure to comply with the relevant notification requirements will be considered as an 'unexpected factor' rendering the ship subject to inspection, regardless of the period since the last periodic inspection.

Also, penalties may be imposed for non reporting by the national authorities as a result of breaches of national provisions adopted pursuant to the entry into force of the New Inspection Regime on port State control.

WHAT CAN I DO TO PREPARE?

You should consult the appropriate authorities of your ports of call in order to become familiar with the national legislation, the local procedures and the means available to report the information required.

If necessary, you should implement the required procedural changes to ensure that the information is transmitted to the relevant Authority in due time.

Please also be advised that the correctness of the information transmitted is important for the smooth operation of your ship in ports and anchorages.

ADDITIONAL REPORTING OBLIGATIONS

The port State control related reporting obligations apply without prejudice to the need to fulfil other mandatory reporting requirements.

USEFUL LINKS

Further information on the New Inspection Regime and reporting requirements will be published in due course on the following websites:

<http://www.emsa.europa.eu>
<http://www.parismou.org>

ABOUT SAFESEANET

The SafeSeaNet system has been developed to support the requirements of Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system. The system is accessible to the National administrations of all the Member States of the European Community and of the European Free Trade Association States.

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PORT STATE CONTROL REPORTING OBLIGATIONS



Information for State authorities, ship owners, masters, agents or operators of ships calling at ports of members of the Paris MoU

PSC REPORTING OBLIGATIONS

THE NEW INSPECTION REGIME

The New Inspection Regime (NIR) of the Paris MoU on port State control will enter into force on **1 January 2011** for all 27 Member States. The NIR includes a targeting system assigning a **risk profile** to each ship visiting ports in the region. It will require certain information for any ship arriving and leaving ports or anchorages in the Paris MoU region to be made available to the new PSC information database.

THETIS AND SAFESEANET

THETIS is the new PSC information database supporting the new inspection regime of the Paris MoU. THETIS will receive information about ship calls through SafeSeaNet (SSN) which is the European Community maritime information exchange system and from the Canadian and the Russian Federation systems.

The EU and EFTA member States are required to have in place the necessary arrangements to facilitate the reporting obligation through their own national systems which in turn are connected to SSN.

WHAT INFORMATION HAS TO BE REPORTED?

From 1 January 2011, the following information must be transmitted for all ships arriving or leaving a port or anchorage within the Paris MoU region:

- **Pre-arrival notification, at least 72 hours in advance** for ships eligible for expanded inspection
- **Pre-arrival notification at least 24 hours in advance**
- **Actual Time of Arrival**
- **Actual Time of Departure**

72 HOUR ETA MESSAGE

The operator, agent or master of a ship which is **subject to an expanded inspection** shall notify its arrival at least 72 hours before the expected time of arrival in the port or anchorage or before leaving the previous port or anchorage if the voyage is expected to take less than 72 hours. This provision already exists for certain ships but as from 1 January 2011 will be applicable to:

- **All ships with a high risk profile**, and
- **Any passenger ship, oil tanker, gas or chemical tanker or bulk carrier, older than 12 years of age.**

Information on ships eligible for expanded inspection will be made available online.

At least the following information is to be notified:

1. ship identification (name, call sign, IMO or MMSI number and flag)
2. planned duration of the call (ETA/ETD)
3. for tankers:
 - a. hull configuration: single hull, single hull with segregated ballast tanks, double hull;
 - b. condition of the cargo and ballast tanks: full, empty, inerted;
 - c. volume and type of cargo;
4. planned operations at the port or anchorage of destination (loading, unloading, other)
5. planned statutory survey inspections and substantial maintenance and repair work to be carried out whilst in the port of destination;
6. date of the last expanded inspection in the Paris MoU region.

24 HOUR ETA NOTIFICATION

The operator, agent or master of the ship shall notify the pre-arrival information (such as ship identification, port of destination, ETA/ETD and total number of persons onboard) to the port authority. The notification shall be done at least 24 hours in advance or at the latest when the ship leaves the previous port if the voyage is less than 24 hours, in line with the requirements of the EU and the Paris MoU.

ACTUAL TIME OF ARRIVAL AND DEPARTURE

The actual time of arrival and the actual time of departure of any ship calling at a port or anchorage within the Paris MoU region will be transferred by the relevant Authority to THETIS.