



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N°PSC 020

PARIS Memorandum Of Understanding

Mandatory Expanded Inspections (MEIs) on “high risk ships”. Ship Notification Information For Masters, Ship Owners & Ship Agents Of Foreign Flag Vessels

**TO: SHIOWNERS / SHIPS’ MANAGERS / SHIPS’ OPERATORS /
SHIP’S MASTERS OF “HIGH RISK SHIPS”:**

- Oil Tankers over 15 years old and over 3000 GT.
- Gas and Chemical Tankers over 10 years old.
- Bulk Carrier over 12 years old.
- Passenger ships over 15 years old (excluding those covered by the EU Ferry Directive)

Monaco, 13.09.06

The aim of this circular is to inform the consignees that the EU Directive 2001/106/EC introduced the concept of Mandatory Expanded Inspections (**MEIs**) on “**high risk ships**”.

MEIs information are published into the Paris MOU website (www.parismou.org)
General provision for Expanded Inspections are contained into Paris Memorandum of Understanding on Port State Control – Annex 1 - Section 8 (available into the Paris MOU website (www.parismou.org)).

The text in Annex 1 has been downloaded from the Paris MOU website.

ANNEX 1

Ship Notification Information For Masters, Ship Owners & Ship Agents Of Foreign Flag Vessels.

Why do I need to report to a Paris MOU port State Authority that my vessel is eligible for a Mandatory Expanded Inspection?

Following the Erica and Prestige disasters the EU introduced new legislation through the EU Directive 2001/106/EC.

The directive introduced the concept of Mandatory Expanded Inspections (MEI's) on "high risk ships." The directive requires that high-risk ships must have a mandatory expanded inspection carried out by an EU member of the Paris MOU region every 12 months.

The Mandatory Expanded Inspection requirement has also been incorporated into the Paris Memorandum of Understanding on Port State Control and therefore also applies to the non-EU member States of the Paris MOU.

This new legislation came into to effect on 22 July 2003.

How do I know if my vessel is classed as "high risk vessel"?

The following vessels are identified as high-risk:

- Oil tankers over 15 years old and over 3000GT
- Gas and chemical tankers over 10 years old
- Bulk Carrier over 12 years old
- Passenger ships over 15 years old (excluding those covered by the EU Ferry Directive)

As the Owner or Master of a high risk vessel what am I required to do?

If your vessel is classed as high risk, as defined above, and it is more than 12 months since a mandatory expanded inspection was carried out by a Port State Control Inspector in the Paris MOU Region then you must report to the port that your vessel is calling at, that your vessel is eligible for a Mandatory Expanded Inspection.

Information must be provided 3 days before the expected time of arrival, or before leaving the previous port if the voyage is expected to take less than 3 days.

How do I report to the port State that my vessel is eligible for a Mandatory Expanded Inspection?

As an Owner, Master or Ships Agent you can inform the relevant port State control office by fax ^(see annex 2), addresses can be found here ^(See Annex 3), or e-mail that your vessel is eligible for a Mandatory Expanded Inspection along with your port of arrival notification.

It is acceptable that the information is sent via your agent that is assigned for your port of arrival.

What happens next?

Upon receipt of your notification the port State authority will contact the Master or Ship owner either directly or via the Ship's agent to confirm whether or not the port State authority will attend the vessel to carry out the mandatory expanded inspection.

What happens if I report that my vessel is eligible for a mandatory expanded inspection and the port State does not attend the vessel whilst I am in a Paris MOU port?

As stated above the port State will respond to the Master or Owner either directly or via the Ships' agent. If they do not intend to carry out the MEI then the reason for this will be stated in the reply fax.

For example, an MEI will only be carried out if the target factor of the vessel is greater than 12. If the target factor is less than 12 then the vessel will not be eligible for an MEI but may be eligible for a PSC Inspection. As the Master, Owner or Agent of a vessel you will not know the target factor of the vessel, and as such you will still need to continue to report to each Paris MOU port, giving 3 days notice or prior to departure from the previous port if less than 3 days.

If the vessel is eligible for an MEI, with target factor over 12, and for some reason the port State authority is unable to attend the vessel to carry out an MEI then the port State authority will inform the vessel's next port of call within the Paris MOU region and ask them to carry out the MEI. As a matter of caution and to avoid confusion it is best practice if the Owner/Master or Agent also notifies the next port of call within the Paris MOU region.

What if I don't report to a Paris MOU Authority that my vessel is due for a Mandatory Expanded Inspection?

Failure to report to the port State that your vessel is eligible for a mandatory expanded inspection is an offence.

A ship that has not provided advance information as required, that is then identified by a port State Authority to be eligible for a mandatory expanded inspection will be subject to a mandatory inspection and may risk delay due to the involved nature of the inspection.

**NOTICE OF SHIP ARRIVAL FOR
MANDATORY EXPANDED INSPECTION (ANNEX 2)**

Applies to -gas and chemical tankers over 10 years of age
-bulk carriers over 12 years of age
-oil tankers of more than 3000 gross tones and over 15 years of age
-passenger ships over 15 years (except ro-ro ferries and high speed craft)

Name of ship	Flag
IMO number	Deadweight tonnage
Date of build (on ships certificate)	Ship type (see above)
For Tankers	
Configuration of hull	single hull / single hull SBT/ double hull
Condition of cargo tanks	full/ empty/ inerted
and ballast	full/ empty/ inerted
Volume and Nature of the Cargo	
Port of Destination	
ETA	Planned duration of the call
Planned Operations	loading / unloading / other
Planned statutory surveys / Substantial maintenance & repair work	
From (ship master / agent / operator)	
Contact	
Tel	
Fax	
Email	
Date/time	

PARIS MOU ADDRESSES (ANNEX 3)

Belgium:

Federal Public Service Mobility and Transport
Directorate - General Maritime Transport
City Atrium
Vooruitgangsstraat 56
1210 Brussel
Belgium
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telephone: +32 2 277 31 11

Belgium:

Federal Public Service Mobility and Transport
Port State Control
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B-2000 Antwerp
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telefax: +32 3 229 00 31
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Ministry of the Sea, Tourism, Transport and Development
Safety of Navigation and Maritime Environment Protection Directorate
Inspection Division
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10000 Zagreb
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Cyprus:

Ministry of Communications and Works
Department of Merchant Shipping
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Estonia:

Ship Supervision Department (PSC)
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10 416 Tallinn
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FIN-00181 Helsinki
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Ministère de l'Équipement, des Transports, du Tourisme et de la Mer
Direction Générale de la mer et des Transports
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Ireland:

Marine Survey Office
Maritime Safety Directorate
Department of Transport
Leeson Lane
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Ireland

telephone: + 353 1 6783400 (switchboard)
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Italy:

Ministero delle Infrastrutture e dei Trasporti
Comando. Generale del Corpo delle Capitanerie di Porto
Via dell' Arte 16
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Ministry of Transport of Latvia
Gogola iela 3
LV-1734 Riga
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Lithuania:

Ministry of Transport and Communication
of the Republic of Lithuania
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Lithuania

Malta:

Malta Maritime Authority
Maritime House, Lascaris Wharf
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website: mma.gov.mt

Netherlands:

Directorate General for Freight Transport
Transport Safety
PO Box 20904
2500 EX The Hague
The Netherlands
website: www.minvenw.nl/dgg/dgg/

Netherlands:

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Polska Str. 2
81 - 330 Gdynia
Poland
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telephone: +48 58 621 6636

Poland:

Ministry in charge of Maritime affairs on Port State MOU
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