



TRANSPORT STYRELSEN



Dan Sarenius

Hamnstatskontroll

- Black Sea
- Indian Ocean
- Caribbean
- West & Central Africa
- Vina del Mar
- Tokyo
- Mediterranean
- Paris
- US Coast Guard



Paris MOU - Organisation



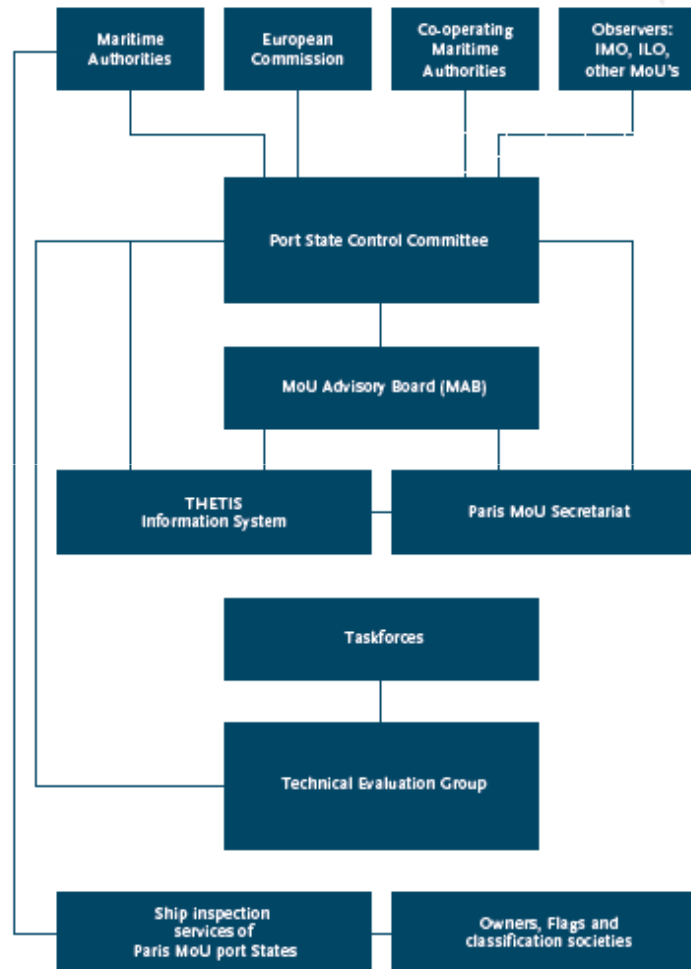
- Grundat 1982
- 27 Medlemmar
- www.parismou.org



- Belgien
- Bulgarien
- Kanada
- Kroatien
- Cypern
- Danmark
- Estland
- Finland
- Frankrike
- Tyskland
- Grekland
- Island
- Irland

- Italien
- Lettland
- Litauen
- Malta
- Holland
- Norge
- Polen
- Portugal
- Rumänien
- Ryssland
- Slovenien
- Spanien
- Sverige
- Storbritannien

Paris MOU

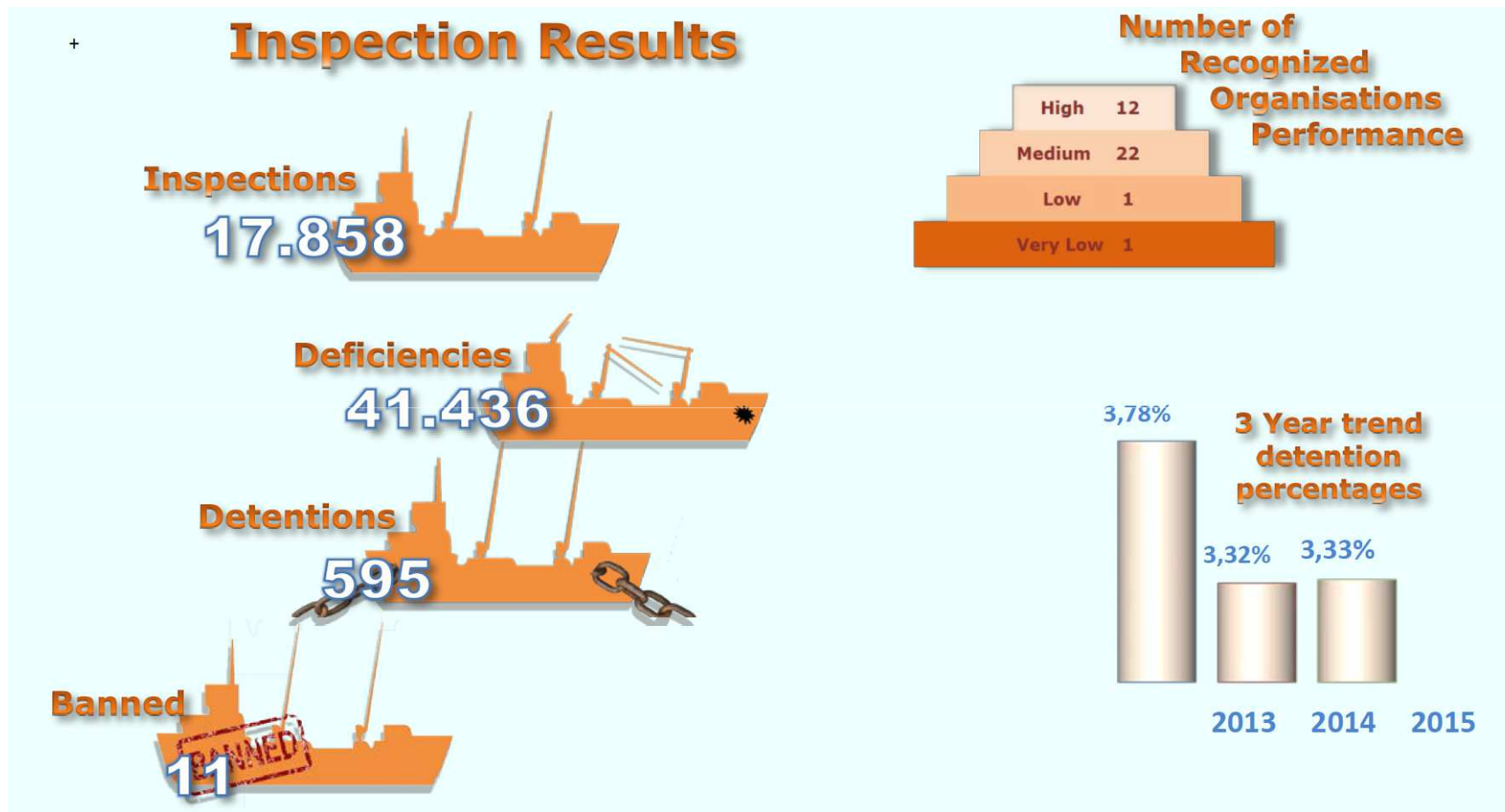


PMoU

- Sekretariat i Haag
- Kommittén möts en gång/år (ny plats varje år)
- Memorandum Advisory Board har 6 möten/år
- Technical Evaluation Group möts 1-2 gånger/år (behov)
- Task Forces möts vid behov, normalt per e-post
- EMSA Seminarier, PMoU Seminarier, Expertutbildning, Specialistutbildning, SUV
- Databas "Thetis" - EMSA



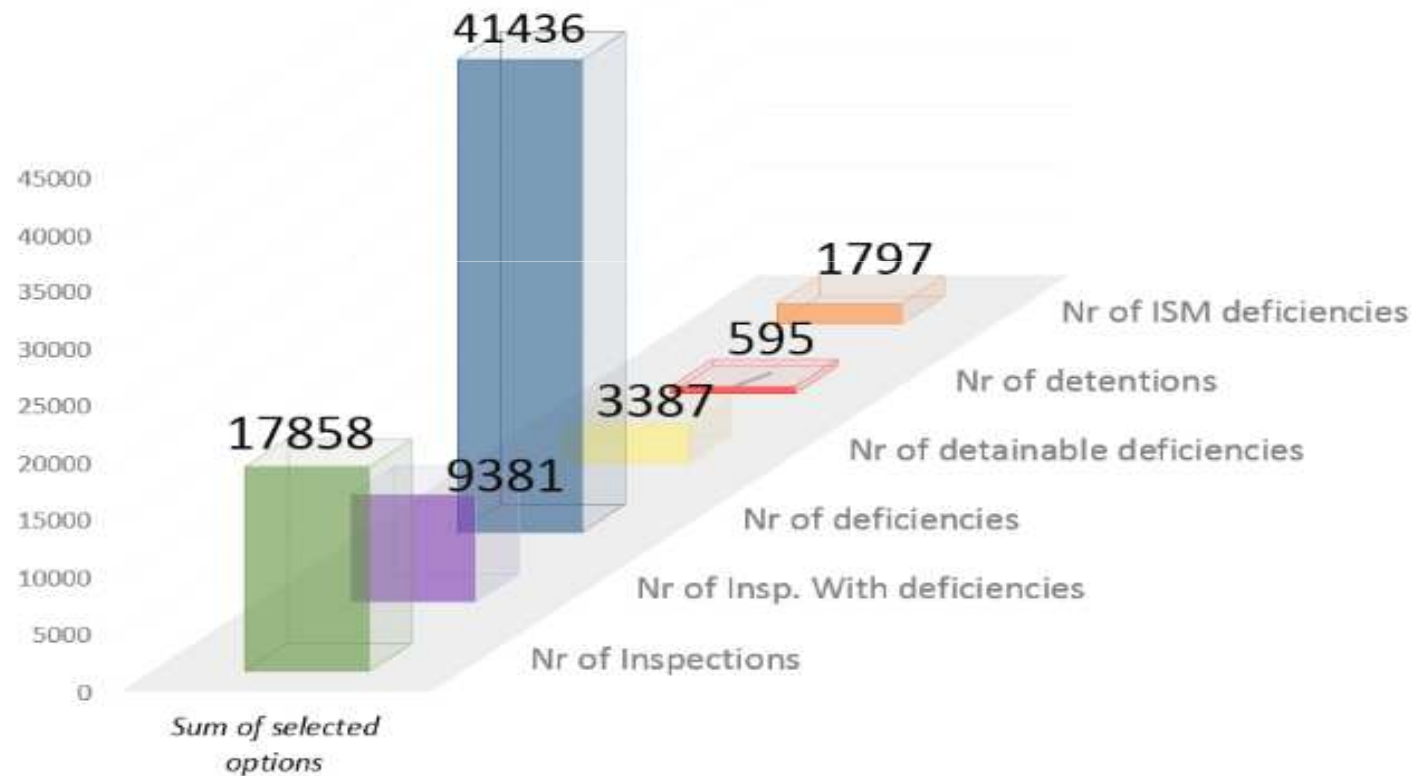
2015 Paris MoU



2015 – alla flaggor

Detention Rate: 3.33%

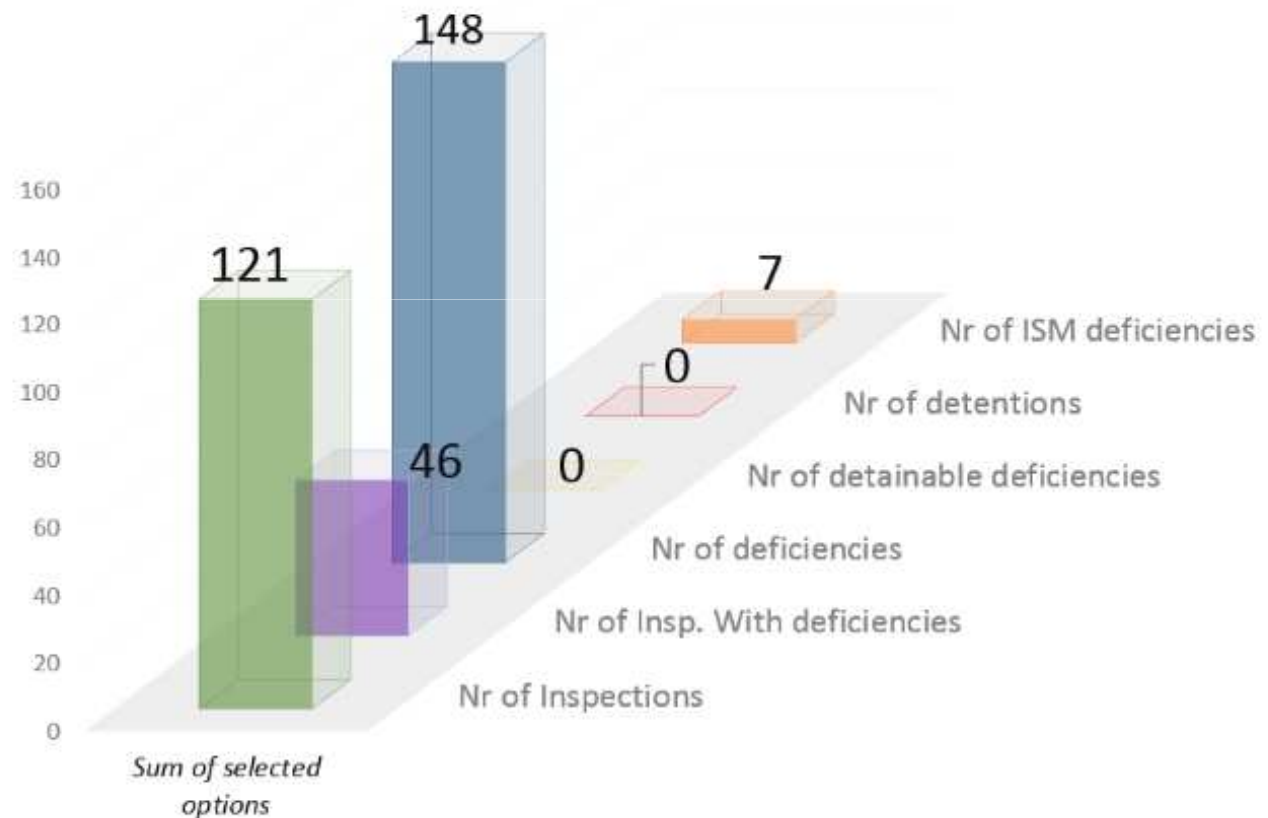
(of selection)



2015 – Svensk flagg

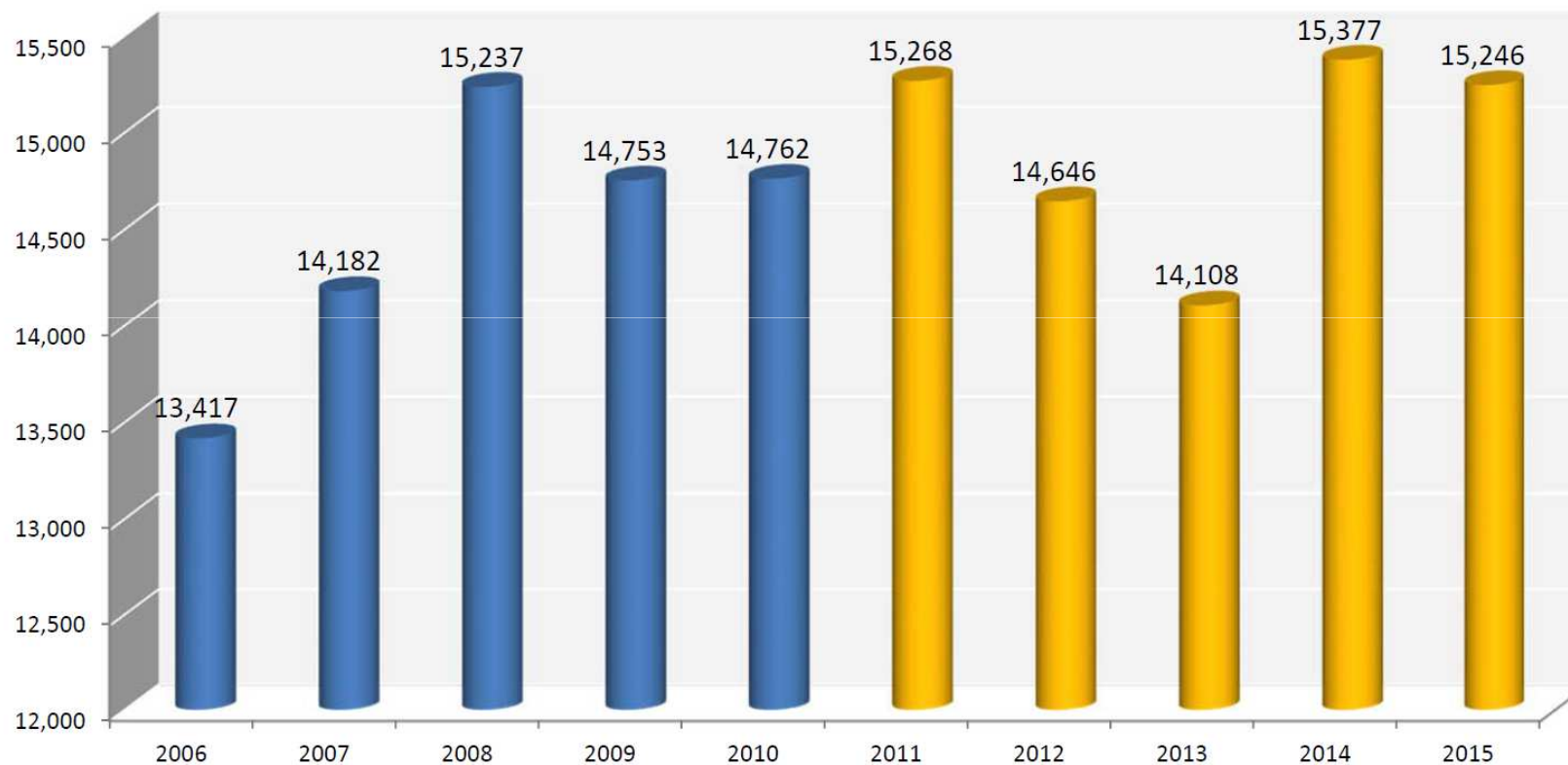
Detention Rate: 0%

(of selection)



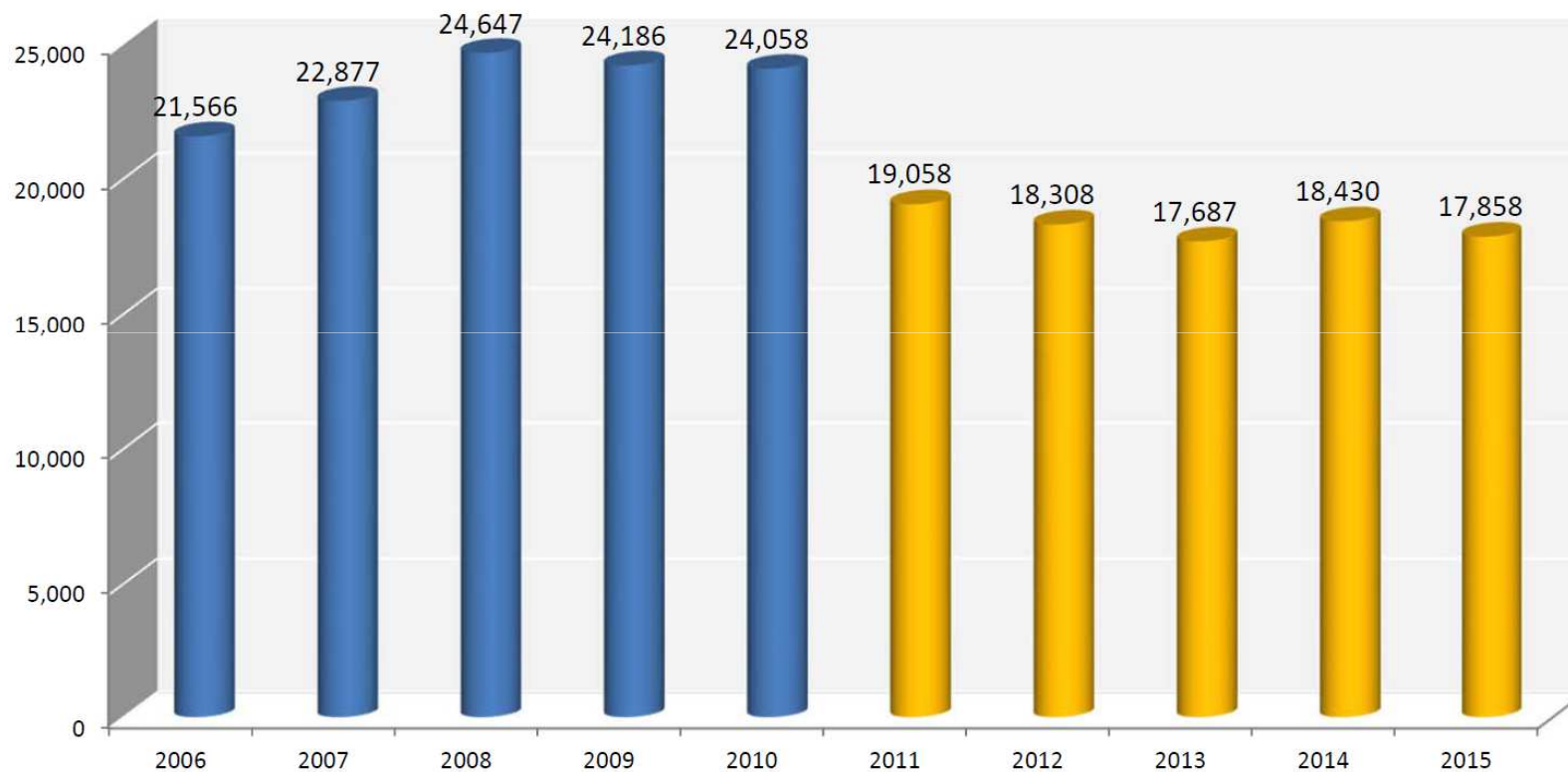
2006 - 2015

Number of individual ships inspected



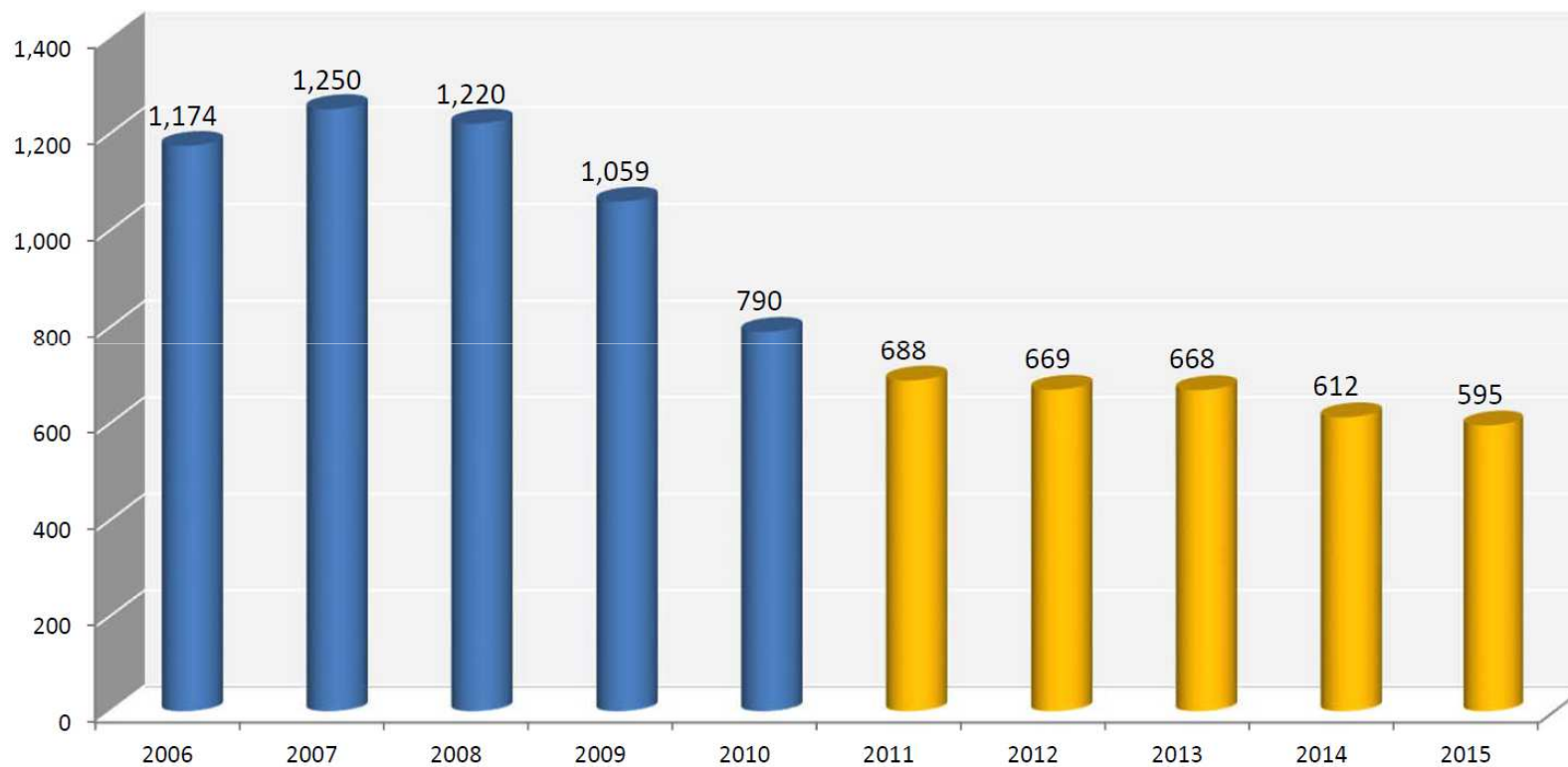
2006-2015

Number of inspections



2006 - 2015

Number of detentions



Number of deficiencies



2015

Top 5 categories

Category of deficiencies	Deficiencies	% Total deficiencies
Fire safety	5558	13.4%
Safety of Navigation	5150	12.4%
Life saving appliances	3709	9.0%
Labour conditions-Health protection, medical care, social security	2795	6.7%
Certificate & Documentation-Documents	2600	6.3%

2015

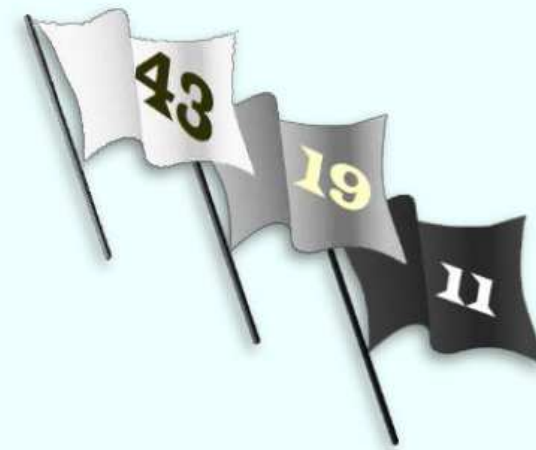
Top 5 deficiencies

Deficiencies	Deficiencies	% Total deficiencies
ISM	1797	4.3%
Fire doors/openings in fire-resisting divisions	1044	2.5%
Nautical publications	1016	2.5%
Charts	996	2.4%
Oil record book	645	1.6%

Publicering av prestation - 2015

- Vit / Grå / Svart lista : Flaggstater
- Hög / Medium / Låg – Våldigt låg : RO
- Tre kategorier: Rederier (ISM)
- Presenteras årligen eller löpande

Number of White, Gray and Black listed Flags



PARIS MoU

- Paris MoU och annex
- Uppdateras efter enhälligt beslut
- Kan inte referera till Direktivet
- "Samma text" som i Direktivet, utom EU-specifika krav
- Övergripande regler
- PSC-instruktioner
- "Annual Report"

- EU Kommissionen
- Tills 1994 utförde Paris MOU medlemmar kontroller under egen lagstiftning
- Under 1995 införde Kommission ett Direktiv som gjorde PSC ett krav i EU-lagstiftning.
- (Rådets Direktiv 95/21)
- Nuvarande 2009/16/EG**



IMO Resolution A.1052 (27)

- Procedures for Port State Control
- Antagen den 30 November 2011



ASSEMBLY
27th session
Agenda item 9

A 27/Res.1052
20 December 2011
Original: ENGLISH

Resolution A.1052(27)

Adopted on 30 November 2011
(Agenda item 9)

PROCEDURES FOR PORT STATE CONTROL, 2011

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization regarding the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution A.787(19), by which it adopted the Procedures for Port State Control, and resolution A.882(21), by which it adopted amendments thereto,

RECALLING FURTHER that, at its twenty-first session, when adopting resolution A.882(21), it requested the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Procedures, as amended, under review, on the basis of experience gained from their implementation,

RECOGNIZING that efforts by port States have greatly contributed to enhanced maritime safety and security, and prevention of marine pollution,

RECOGNIZING ALSO the need to update the Procedures, as amended, to take account of the amendments to IMO instruments which have entered into force or have become effective since the adoption of resolutions A.787(19) and A.882(21),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eighty-ninth session, and the Marine Environment Protection Committee, at its sixty-second session,

1. ADOPTS the Procedures for Port State Control, 2011, as set out in the Annex to the present resolution;
2. INVITES Governments, when exercising port State control, to implement the aforementioned Procedures;
3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Procedures under review and to amend them as necessary;
4. REVOKES resolutions A.787(19) and A.882(21).

Värdstatskontroll



- Åtgärd efter Estonia
- 2 x år
- Ny i trafik
- Samma databas
- Kan bli hamnstatskontroll
– få prioritet
- Förslag på att bli del av
hamnstatskontroll (2020)

Kampanj 2015

CIC on Crew Familiarization for Enclosed Space Entry

This CIC applies to all ships

Inspection Authority:			
Ship Name:		IMO Number:	
Date of Inspection		Inspection Port:	

No.	Item	Yes	No	N/A
Q.1 Note 1	Are there measures in place to test the atmosphere of an enclosed space to confirm it is safe to enter?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.2 Note 1	Are crew members responsible for testing the atmosphere in enclosed spaces trained in the use of the equipment referred to in Question 1?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

No.	Item	Yes	No	N/A
Q.3 *	Are the crew members familiar with the arrangements of the ship, as well as the location and operation of any on-board safety systems or appliances that they may be called upon to use for enclosed space entry?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.4 *	Are crew members responsible for enclosed space emergency duties, familiar with those duties?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.5 *	Is the training manual available on board and its contents complete and customized to the ship?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.6 *	Is there evidence on board that enclosed space entry and rescue drills are conducted in accordance with SOLAS Chapter III, Regulation 19?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.7 *	Have the ship's crew participated in an enclosed space entry and rescue drill on board the ship at least once every two months in accordance with SOLAS Chapter III, Regulation 19.3.3?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.8 *	Are crew members responsible for enclosed space entry aware of the associated risks?	<input type="checkbox"/>	<input type="checkbox"/>	
Q.9 *	During the CIC, the PSCO is to observe an enclosed space entry and rescue drill. Did the drill comply with the requirements of SOLAS Chapter III, Regulation 19.3.6?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q.10	Is the ship detained as a result of a "NO" answer to any of the questions?	<input type="checkbox"/>	<input type="checkbox"/>	

- September-November
- Leds av TMoU
- 1,7 % av nyttjandeförbud kom från kampanjen
- 4214 inspektioner

Kampanj 2015

Table 3 Specification of CIC-topic related deficiencies

CIC-topic related deficiencies		Inspections	Detentions CIC-topic related	Detentions CIC- topic related with RO responsibility
		(# of inspections with this deficiency) One inspection can have multiple deficiencies	(# of inspections with this deficiency recorded as ground for detention)	(# of inspections with this deficiency recorded as ground for detention and RO related)
11131	On board training and instructions	219	3	0
4118	Enclosed space entry and rescue drills	347	49	1
7123	Operation of Fire protection systems	55	9	0
4108	Muster list	74	10	0

Koncentrerad kampanj - 2016

Maritime Labour
Convention
(MLC), 2006



- September – November
- 12 frågor
- Blir tillgänglig på PMoUs hemsida

CIC 2016

Questionnaire for the Concentrated Inspection Campaign (CIC) on Maritime Labour Convention, 2006

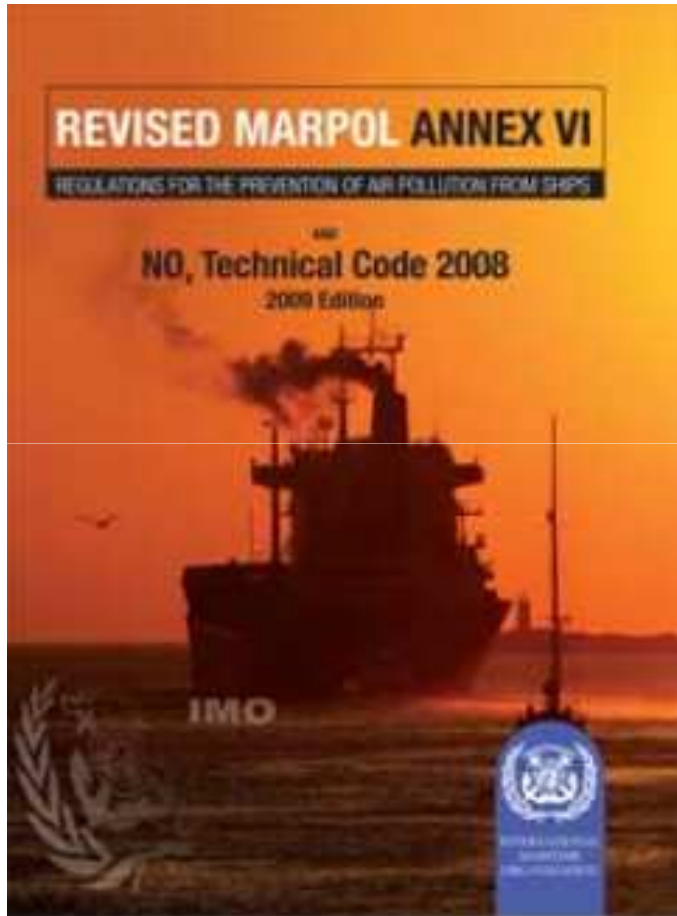
Ship's name				
IMO Nr				
Date of inspection				
N°	QUESTIONS	YES	NO	N/A
1*	Are seafarers under the age of 18 excluded from tasks that are likely to jeopardize their safety or health? Standards A 1.1. para. 4 (def code 18101)			
2*	Are all seafarers holding valid certificate(s) attesting medical fitness? Standard A 1.2. para. 1 (def code 18103)			
3**	Have all seafarers successfully completed their training for personal safety on board? Regulation 1.3. para. 2 (def code 01219)			
4.1**	Do all seafarers have a copy of their seafarers' employment agreement? Standards A 2.1. para 1 (a) (def code 01220)			
4.2**	Are the seafarers' employment agreements in compliance with minimum standard required by MLC? Standards A 2.1. para 4 (def code 01220)			
5	If private recruitment and placement service has been used, does it meet the requirements of the MLC, 2006? Standard A 1.4. para. 2 and para 9 (def code 18104)			
6	Are records of inspections of seafarer accommodations carried out by the master (or another designated person) available for review? Standard A 3.1. para. 18 (def code 18328)			
7	Are frequent inspections carried out by or under the authority of the master, with respect to supplies of food and drinking water, all spaces and equipment used for the storage and handling of food and drinking water, and galley and other equipment for the preparation and service of meals documented? Standard A 3.2 para. 7 (def code 18320)			
8	Has a ships safety committee been established on board regarding ships on which there are five or more seafarers? Standard A 4.3. para. 2d (def code 18430)			
9*	For a ship not being required to carry a medical doctor, is there on board at least one seafarer, holder of a certificate of training in medical first aid or in medical care that meets the requirements of STCW? Standard A.4.1. para. 4c (def code 18404)			
10**	Are all seafarers provided with a copy of on-board complaint procedures applicable on the ship ? Standard A 5.1.5 para.4 (def code 01330)			
11**	Have all seafarers received monthly accounts of their payments due and amounts paid? Standard A2.2. para. 2 (def code 18203)			
12	Was the ship detained as result of the CIC?			

Note: Questions 1 to 11 answered with a "NO" MUST be accompanied by a relevant deficiency on the Report of Inspection.

If the box "No" is ticked off for questions marked with an "**" the ship may be considered for detention.

If the box "No" is ticked off for questions marked with an "****", and if the deficiency found is repeated (occure more than 1 time), the ship may be considered for detention.

Svavelkontroll



- Kontroll vid PSC
- "Scrubber"
- Analysverktyg hos inspektionsområden
- Sänds till extern analys
- Åtal vid överträdelse
- Möjlig kampanj

PSCC 49 - Haugesund



- 23 – 27 maj 2016
- Nytt sätt att kalkylera svart/grå/vit lista
- Kampanj 2017 – Safety of Navigation
- Förslag på ändring av intern revision - ISM

Ministerkonferens 2017

THIRD JOINT MINISTERIAL CONFERENCE OF THE
PARIS AND TOKYO MEMORANDA OF UNDERSTANDING
ON PORT STATE CONTROL

“TITLE”

INTER-REGIONAL ACTION TO ELIMINATE
SUB-STANDARD SHIPPING

VANCOUVER, BRITISH COLUMBIA

CANADA

[April 2017]

- Tredje konferensen
- 1998 & 2004
- Paris & Tokyo MoU
- Andra MoU deltar
- Beslut påverkar framtidens inriktning

Kontakt

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Inspektör / Koordinator hamnstat/värdstatskontroll

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