

# Port State Control

## A New Inspection Regime in SafeSeaNet







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## The New Inspection Regime in Norway

On January 1, 2011, the Norwegian Maritime Directorate will introduce a New Inspection Regime (NIR) which will lead to more and extended inspections of High Risk Ships, while ships classified as Low Risk Ships will be subjected to fewer inspections.

The New Inspection Regime will replace the existing Port State Control in the 27 countries across Europe that are part of the Paris MoU cooperation on Port State Control.

As of January 1, 2011, ships are required to send reports electronically to the Norwegian Maritime Directorate, using the ship reporting system SafeSeaNet. The ship reporting system is administered by the Norwegian Coastal Administration.

## Ship Risk Profile

Inspections will be based on a so-called Ship Risk Profile, which classifies ships into Standard Risk Ship (SRS), Low Risk Ships (LRS) and High Risk Ships (HRS).

The Ship Risk Profile is determined by the ship type and age, the performance of the company responsible for the ISM management, and the number of deficiencies and detentions.

## Company Performance

A formula has been established to calculate the company performance, taking into consideration the deficiencies and detentions in the last 36 months of the company's fleet. The companies will be ranked into very low, low, medium and high risk levels.

## Inspection Categories, Time Window, Selection Process and Inspection Types

The New Inspection Regime includes two categories of inspection, a periodic and an additional inspection. Periodic inspections are determined by the time window. Additional inspections are triggered by overriding or unexpected factors depending on the severity of the incident.

### Time Window for Inspections:

- *High Risk Ships: between 5–6 months after the last inspection*
- *Standard Risk Ships: between 10–12 months after the last inspection*
- *Low Risk Ships: between 24–36 months after the last inspection*

## The Selection Process

- *If the time window has passed a ship becomes Priority I. The ship will be selected for a periodic inspection.*
- *When the time window opens a ship becomes Priority II. The ship can be selected for a periodic inspection.*
- *If an overriding factor is logged against a ship it becomes Priority I, irrespective of the time window, and the ship will be selected for inspection.*
- *If an unexpected factor is logged against a ship it becomes Priority II, irrespective of the time window, and the ship can be selected for inspection.*

## Inspection Types

Countries within the Paris MoU area will not change the inspection types but extend the expanded inspection to all ship types.

In case of a periodic inspection each ship with a High Risk Ship profile and each bulk carrier, chemical tanker, gas carrier, oil tanker or passenger ship older than 12 years will have to undergo an expanded inspection.

## Banning

Countries within the Paris MoU cooperation will widen the ban for multiple detentions for certain ship types to all ship types and extend the flag from black to grey listed ships.

The New Inspection Regime introduces a time period until the banning can be lifted:

1. *3 months after the first ban*
2. *12 months after the second ban*
3. *24 months after the third ban*
4. *Permanent ban*

## Reporting Obligations

Electronic arrival notifications using the national ship reporting system SafeSeaNet (SSN) will be extended with the introduction of the New Inspection Regime. As of January 1, 2011, a 72 hour pre-arrival (ETA72) notification will be obligatory for all ships with a High Risk Ship profile and bulk carriers, chemical tankers, gas carriers, oil tankers and passenger ships older than 12 years eligible for an expanded inspection. Eligibility for expanded inspection can be consulted on [www.parismou.org](http://www.parismou.org) after January 1, 2011.

It is also required that all ships continue to provide a pre-arrival notification 24 hours in advance (ETA24).

Another reporting requirement introduced in NIR is the notification of the actual time of arrival (ATA) and the actual time of departure (ATD) of all ships calling at all ports and anchorages in the Paris MoU region.

Ships that fail to report in SafeSeaNet in accordance with the New Inspection Regime may be subject to a financial penalty or an expanded inspection.

The Norwegian Maritime Directorate and the Norwegian Coastal Administration are currently working to find a suitable solution to ensure a smooth reporting process for all users.



## Contact Information

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