



# THE REPUBLIC OF LIBERIA

## Bureau of Maritime Affairs

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Office of  
Deputy Commissioner  
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### MARINE OPERATIONS NOTE 1/2011

**Subject: PARIS MOU NEW INSPECTION REGIME AND INCLUSION OF ADMINISTRATION ON VESSEL ADVANCE NOTICE OF ARRIVAL FOR EU PORTS**

Dear Shipowners/Operators and Masters,

As of 1 January 2011, the Paris MOU initiated a new port state control inspection regime. This inspection regime commits the Paris MOU States to inspect all ships visiting ports and anchorages in the Paris MOU over a three year period with increased inspection of High Risk Ships (HRS). HRSs will be subject to expanded inspections every 6 months. Ships with 3 or more Port State Control (PSC) detentions in the Paris MOU region during a three year period will be banned. Under the New Inspection Regime (NIR), quality ships will be rewarded with longer inspection intervals.

#### Ship Risk Profile:

The existing Paris MOU Target Factor system will be replaced by the Ship Risk Profile. The Ship Risk Profile classifies ships as Low Risk Ships (LRS), Standard Risk Ships (SRS), or High Risk Ships (HRS), depending on the Ship Risk Profile. The Ship Risk Profile is based on the following criteria, using information from previous inspections of ships by Port States participating in the Paris MOU over the last 3 years:

- type of ship (Passenger Ships, Bulk Carriers, Oil Tankers, Gas or Chemical Tankers are given a higher risk number);
- age of ship (vessels over 12 years of age);
- performance of the flag of the ship, including undertaking Voluntary IMO Member State Audit Scheme (VIMSAS); (Liberia is a low risk flag);
- performance of the recognized organization(s);
- performance of the company responsible for the ISM Management;
- over the last 36 Months:
  - number of Paris MOU inspections;
  - number of deficiencies per inspection; and
  - number of detentions.

Low risk ships will be awarded with intervals between Port State Control inspections of up to 36 months, compared to 6 months in the current system.

All operators and Masters of vessels calling on ports participating in the Paris MOU must determine their ship's risk profile.

EMSA has made available a "Preliminary Company Performance Calculator" at:

[http://www.emsa.europa.eu/appl/Company\\_Performance\\_Calculator.html](http://www.emsa.europa.eu/appl/Company_Performance_Calculator.html)

You will need to know over the last 36 Months:

- How many PSC inspections has the fleet undergone in the Paris MOU.
- How many ships in the fleet have been detained in the Paris MOU.
- How many **Non** ISM deficiencies have been recorded by Paris MOU inspectors.
- How many ISM deficiencies have been recorded by Paris MOU inspectors.
- Has a refusal of access order ever been issued to any ship of the fleet.

The Recognized Organization's profiles are available at:

[http://parismou.org/Publications/Performance\\_lists/](http://parismou.org/Publications/Performance_lists/)

To determine your ship's risk profile, please refer to the "Ship Risk Profile Calculator" on the PARIS MOU's website at:

[http://parismou.org/Inspection\\_efforts/Inspections/Ship\\_risk\\_profile/Ship\\_risk\\_profile\\_calculator/](http://parismou.org/Inspection_efforts/Inspections/Ship_risk_profile/Ship_risk_profile_calculator/).

### **Reporting obligations:**

With the NIR the Paris MOU has widened the requirement for arrival notifications. The former regime already had a 72 hour pre-arrival (ETA72) message in place. This was only relevant for a few ship types and only when the vessel was eligible for an expanded inspection. The ETA72 is now widened to all ships with a HRS profile and also to each bulk carrier, chemical tanker, gas carrier, oil tanker and passenger ship older than 12 years. Further, all ships are now required to provide a pre-arrival notification 24 hours in advance (ETA24).

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 as stated above,
- Pre-arrival notification at least 24 hours in advance for all other vessels,
- Port of arrival,
- Actual Time of arrival, and
- Actual Time of Departure.

### **New Ship monitoring and reporting system – STIRES and THETIS:**

EMSA has launched STIRES (SafeSeaNet Tracking Information Relay and Exchange System) which will interface with LRIT and other vessel related information exchanges between EU members. It will also include information regarding vessels carrying hazardous cargo and will view all high risk ships. This system will use a single map based platform which will include AIS information. The EU anti-piracy naval force is already using EMSA's satellite based global LRIT to monitor ships passing through the Gulf of Aden.

THETIS is a new information system also launched by the EU Member states which will interface with a number of maritime safety related databases including systems operated by recognized organizations, national information systems and other port state regimes to exchange data and provide a full picture of the vessel's history for the inspector. These systems will be used when targeting vessels for PSC inspections.

### **Refusal of access (banning)**

The Paris MOU has expanded the criteria for multiple PSC detentions as follows:

- If the ship flies a black listed flag, it will be banned after more than 2 detentions in the last 36 months;
- If the ship flies a grey listed flag, it will be banned after more than 2 detentions in the last 24 months.
- Any subsequent detention after the 2nd banning will lead to a ban, regardless of the flag. Furthermore a time period until the banning can be lifted will be introduced as follows:
  1. 3 months after the first ban;
  2. 12 months after the second ban;
  3. 24 months after the third ban;
  4. Permanent ban.

To lift the 3rd ban more stringent conditions are applied which must be fulfilled before the 24 months has elapsed.

### **Liberia's Paris MOU ANOA procedure:**

Liberia has been identified as a low risk flag Administration by the Paris MOU. Vessels registered with Liberia will have a lower Ship Risk Profile than vessels which are flagged in countries that have not been identified as low risk. All ships calling on Paris MOU countries will be subject to this new inspection and reporting requirement. Therefore, to avoid unnecessary delays, caused by a detention or expanded inspection after arriving in ports within the Paris MOU, it is important that vessel operators and masters be aware of these new procedures, which came into effect on 1 January 2011, so they may:

- Report their vessel's arrival as required,
- Inspect the vessel for deficiencies before arrival, and
- Take early and appropriate action to correct any deficiencies identified.

As previously stated, the PARIS MOU requires an advance notice of arrival for certain vessel types and all vessels meeting the HRS definition. To facilitate timely assistance in case of unexpected PSC delays, this Administration shall now be included in all Notices of Arrival sent to any European country, or the European Maritime Safety Agency (EMSA). We have included a copy of a check list to be used as a reminder for the master and crew to check critical equipment before arrival. The master should complete a copy of the attached Check List (or a similar company document) and send the completed form with the Notice of Arrival to this Administration. The Notice of Arrival and Check List shall be sent by email to [NOA@liscr.com](mailto:NOA@liscr.com).

Our records indicate most vessels are detained for any one of the following reasons:

1. Lifeboat davits and or release mechanisms defective,
2. Emergency fire pump defective (does not draw water or insufficient pressure),
3. Emergency generator not working properly,
4. Logs and/or record books not maintained,
5. Communications equipment defective,
6. One or more officers did not have a Liberian Endorsement or Certificate of Receipt of Application,
7. Nautical charts and/or publications outdated,
8. Emergency lights/lighting defective,
9. Fire main leaking or defective,
10. No proof of firefighting or lifesaving equipment being serviced,
11. Various air pipe vents or flaps wasted or inoperative,
12. Rubber gaskets on vent pipe covers deteriorated,
13. Quick closing valves frozen or hard to operate,
14. Oil Water Separator and/or 15 PPM alarm not functioning properly,
15. Closing devices for doors, access covers and hatch covers missing or defective,
16. Rubber gaskets for doors, access covers and /or hatch covers deteriorated,
17. Repairs on deck completed without the notification and/or supervision of class,
18. Warnings, notices and instructions that should be posted are missing,
19. Deck machinery and or steering gear leaking hydraulic oil, and
20. Sanitary and/or galley facilities inadequate.

If required equipment is not operating properly or is defective, the vessel operator or Master should contact the Administration and request a dispensation. If the malfunction happens while the vessel is at sea and before the vessel's arrival in port, issuance of a dispensation may prevent a PSC detention.

These requirements are intended to assist in detecting, correcting deficiencies and avoiding detentions and undue delays in port. Liberian inspectors or auditors may also be available to assist the crew when working with the PARIS MOU inspectors.

If you have any questions please contact Timothy M. Keegan or Sean Brett at [safety@liscr.com](mailto:safety@liscr.com), or by telephone at (703) 790 3434.

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## PREARRIVAL COMPLIANCE CHECKLIST

**Ship's Name:** \_\_\_\_\_

**IMO No.** \_\_\_\_\_

Subject Check	
<p>Ships Certificates/Documents:</p>	<ul style="list-style-type: none"> <li>■ Certificates issued by and on behalf of the Liberian Administration are valid and annual and intermediate surveys and audits are recorded.</li> <li>    Certificates are in a common place (binder or folder) and available for review.</li> <li>    SOPEP/SMPEP approved, updated and contact details included.</li> <li>    Continuous Synopsis Record (CSR) includes all CSRs, Amendments and Index of Amendments.</li> </ul>
<p>Crew Certification</p> <ul style="list-style-type: none"> <li>✓ Documents</li> <li>✓ Certificate of Receipt of Application (CRA)</li> </ul>	<p>Officers have either a Liberian Endorsement or CRA.</p> <p>Ratings required by the MSMC have either Liberian Endorsements, a CRA or copy of the application for the endorsement and their valid national certificate.</p>
<p>Live Saving Appliances</p> <ul style="list-style-type: none"> <li>✓ Lifeboats</li> <li>✓ Rescue boats</li> <li>✓ Life rafts</li> <li>✓ Lifejackets/Immersion Suits</li> <li>✓ Ring buoys</li> </ul>	<p>Lifeboats in good condition, proper inventory of rations and equipment, engines start easily. Davits, structure and brakes, well maintained. Crew trained/exercised.</p> <p>Lifeboat on load release mechanism properly set.</p> <p>Life rafts in good condition, hydrostatic releases and service dates valid.</p> <p>Lifejackets/Immersion suits, required number, properly stowed, lights.</p> <p>Life buoys, number, condition, marking, lights, quick release, lifelines, as required.</p> <p>Embarkation ladders in good condition, deck area clear of obstructions, lighting.</p>
<p>Firefighting equipment</p> <ul style="list-style-type: none"> <li>✓ Main Fire Pump</li> <li>✓ Emergency Fire Pump</li> <li>✓ Fire Main</li> <li>✓ Fire stations</li> <li>✓ Fixed Firefighting</li> <li>✓ Portable Extinguishers</li> <li>✓ Fireman's outfits</li> </ul>	<p>Main &amp; emergency fire pumps start easily, acquire suction, regardless of vessel draft.</p> <p>Fire main charged using main and emergency fire pumps and provide adequate pressure to the highest and most remote stations.</p> <p>No leaks in fire main and stations. No missing or damaged equipment.</p> <p>Fixed fire fighting system in good condition, servicing not overdue and record available.</p> <p>Portable fire extinguishers in good condition, proper location, servicing not overdue, service record available.</p> <p>Fireman's outfits good condition, complete, servicing not overdue and record available. Crew trained/exercised.</p>
<p>Structural Fire Protection</p> <ul style="list-style-type: none"> <li>✓ Fire doors</li> <li>✓ Fire detection</li> <li>✓ Fire Flaps/dampers</li> <li>✓ Vent closures</li> </ul>	<p>All local and remote fire doors, vent closures and no hold backs.</p> <p>Fire detections system operating properly.</p> <p>Fire dampers, flaps tested, operate properly, not seized, wasted or rusted, clearly marked.</p> <p>All closures have a good seal.</p>
<p>Engineering:</p> <ul style="list-style-type: none"> <li>✓ Main/Auxiliary engines</li> <li>✓ Steering gear</li> <li>✓ Supply lines</li> <li>✓ Bilges</li> <li>✓ Lighting</li> <li>✓ Ventilation</li> <li>✓ Emergency Generator</li> <li>✓ Valves</li> </ul>	<p>Engine room, machinery spaces, bilges clean of excessive oil, oil residue and oily rags.</p> <p>High pressure FO piping is jacketed.</p> <p>Bilge pump and bilge high level alarm working properly.</p> <p>Spaces have adequate lighting and ventilation.</p> <p>Remote stops for ventilation, F.O. pumps tested and working properly.</p> <p>Equipment, instruments, gages intact and working.</p> <p>Controls clearly identified and working.</p> <p>Emergency generator starts easily and takes emergency electrical load as required.</p> <p>Remote and quick closing valves tested and working properly.</p>
<p>Pollution Prevention:</p> <ul style="list-style-type: none"> <li>✓ Oil Record Book</li> <li>✓ Oil filtering equipment</li> <li>✓ Oil Discharge Monitor</li> <li>✓ Discharge connection</li> <li>✓ Sewage</li> <li>✓ Garbage</li> <li>✓ Incinerator</li> <li>✓ SECA</li> </ul>	<p>Oil record book available, entries in good order, up-to-date and signed by officer in charge and Master.</p> <p>OWS equipment tested and operating properly, certificate available.</p> <p>15 PPM monitor alarm, auto-stop, calibrated, tested and operating properly, as required.</p> <p>No pipes or hoses that could be used as illegal bypass to OWS/15 PPM monitor.</p> <p>No evidence of disassembling pipe flanges.</p> <p>No blocks, or valves connected to any overboard systems without justification.</p> <p>Connection for discharge to reception facility available.</p> <p>Sewage treatment plant approved.</p> <p>Garbage management plan and record book entries up to date, receipts available.</p> <p>Incinerator, acceptable substances incinerated, crew familiar with operating procedures.</p>

	Fuel-changeover operations in Special Emission Control Areas are recorded in log-book.
<p>Loadline</p> <ul style="list-style-type: none"> <li>✓ Loading/stability manual</li> <li>✓ Exterior doors, windows,</li> <li>✓ Hatches &amp; covers</li> <li>✓ Sounding tubes</li> <li>✓ Loadline/Freeboard</li> <li>✓ Watertight doors</li> </ul>	<p>Loading/stability manual approved, latest intact stability information available.</p> <p>Exterior doors and hatches, sounding tubes, and other opening are in good condition and provide an adequate seal.</p> <p>Loadline and Freeboard marks properly arranged (P&amp;S) and readable.</p>
<p>Accommodations:</p> <ul style="list-style-type: none"> <li>✓ Galley</li> <li>✓ Common areas</li> <li>✓ Work areas</li> <li>✓ Hospital room</li> </ul>	<p>The galley range is clean, vents are clean of grease.</p> <p>Sanitary systems, sinks, toilets, showers are in good working order.</p> <p>Hospital room is properly stocked, controlled substances are properly secured.</p> <p>No one living in the Hospital Room.</p> <p>Lighting is sufficient.</p>
<p>Weather decks</p> <ul style="list-style-type: none"> <li>✓ Cargo Hatches/Gear</li> <li>✓ Anchors</li> <li>✓ Mooring winches</li> <li>✓ Railings</li> <li>✓ Ventilation</li> <li>✓ Electrical fittings</li> <li>✓ Pilot Ladder</li> <li>✓ Accommodation Ladder</li> </ul>	<p>Cargo hatchways/covers in good order, no cracks, buckling to coamings, stays.</p> <p>Anchoring/mooring devices, winches/capstans in good operating condition.</p> <p>Railings/cat walks in good condition no wastage, cracks, buckling, missing parts.</p> <p><b>Ventilators, air pipes, casings tight, in good operating condition</b> and clearly marked.</p> <p>Electrical fittings, insulation, cables in good condition.</p> <p>No leaking hydraulic lines.</p> <p>Pilot/ accommodation ladder in good condition for safe access.</p> <p>Means of escape marked and no obstructions.</p>
<p>Navigation &amp; Communications</p> <ul style="list-style-type: none"> <li>✓ Radars</li> <li>✓ Gyro</li> <li>✓ Magnetic Compass</li> <li>✓ Echo sounder</li> <li>✓ Radio/GMDSS</li> <li>✓ VHF</li> <li>✓ INMARSAT C</li> <li>✓ EPIRB</li> <li>✓ Helm - Steering Gear</li> <li>✓ Charts and publications</li> <li>✓ Navigation Lights/Shapes</li> </ul>	<p>Radars are required size, number, and operational.</p> <p>Gyro in good operating condition.</p> <p>Magnetic compass readable, calibrated, deviation card available</p> <p>Echo sounder operating properly.</p> <p>Radio /GMDSS main, MF, MF/HF operating condition, tools &amp; spare parts.</p> <p>VHF fixed/portable equipment working properly, including DSC performance.</p> <p>EPIRB battery and hydrostatic release valid, maintenance records.</p> <p>All charts and publications are up-to-date.</p> <p>All required charts and publications are available on board and up-to-date.</p> <p>Lights, shapes, sound-signals working properly.</p> <p>Emergency source of power adequate and available.</p>
<p>Log books and Record Books</p>	<p>Official log book and ORB are complete and have all of the required entries.</p> <p>Other log books maintained: Engine, Radio (GMDSS), Medical and visitors logs.</p>
<p>Records of drills and exercises</p> <ul style="list-style-type: none"> <li>✓ Fire and abandon ship</li> <li>✓ Security</li> </ul>	<p>Fire and abandon ship drills/exercises/training held regularly and properly recorded.</p> <p>Fire control plan posted as required.</p> <p>Records of security training, drills and exercises up to date.</p> <p>Training records up to date.</p>
<p>Signs, Markings and Alarms:</p> <ul style="list-style-type: none"> <li>✓ Emergency escape</li> <li>✓ Mustering stations</li> <li>✓ General Alarm</li> <li>✓ Engineer's Alarm</li> </ul>	<p>All required markings are evident.</p> <p>Fire control plan posted as required.</p> <p>Muster list up to date.</p> <p>Alarms tested and working properly.</p>
<p>ISM and ISPS Codes</p> <ul style="list-style-type: none"> <li>✓ Master's responsibility &amp; authority</li> <li>✓ Maintenance of ship and equipment</li> <li>✓ Familiarity</li> <li>✓ Documentation</li> <li>✓ Control of Access</li> <li>✓ Restricted areas</li> </ul>	<p>Master, SSO &amp; applicable crew are familiar and have understanding of the Safety Management System (ISM Code) and Ship &amp; Port Security Code (ISPS).</p> <p>All documents up to date &amp; available.</p> <p>Evidence available of maintenance schedule, testing, records documented &amp; implemented. Records of internal audits.</p> <p>Ship Security Plan approved &amp; protected from unauthorized access.</p> <p>Ship Security Officer documented and familiar with his duties.</p> <p>Access to vessel is controlled, photo identification and purpose of visitors is verified.</p> <p>Restricted areas are clearly marked to indicate restricted status.</p>
<p>Comments:</p>	

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Signed: \_\_\_\_\_ Date: \_\_\_\_\_  
          Master                      Ship's Safety Officer