

New Reporting Obligations in Connection with the Introduction of the “New Inspection Regime” (NIR) within the Scope of the Paris MoU from 01. January 2011

- Information for Shipping Agents -

With the NIR the Paris MoU member states are introducing a new system of port state control.

This letter informs about new issues and describes which reports might be relevant for shipping agencies. The EMSA-run database THETIS is the basis for the selection of ships. Therefore, THETIS needs up-to-date reports of ship movements which are supplied by the European system Safe Sea Net (SSN). SSN gets its data from the various national systems, in Germany the “Central Reporting System for Dangerous Goods and Vessel Traffic” - Zentrales Meldesystem für Gefahrgut und Schiffsverkehre (ZMGS). The European Commission made the required reports mandatory in the Directives 2002/59/EC and 2009/16/EC as amended.

Shipping agents can register at ZMGS (www.zmgs.de), which describes the procedure.

72 Hour ETA Message

As presently, a 72 hour ETA message¹ has to be given for ships that will be subject to an **expanded inspection** after a certain period of time. A **new** fact is that not only bulk carriers, chemical, gas, oil tankers and passenger ships older than 12 years are concerned, but all ships with a so-called “high risk profile”. The **high risk profile** combines various variable figures. The ships concerned can be found on the website www.parismou.org from 01. January 2011.

As far as possible, the 72 hour ETA message should be submitted via ZMGS, from 07.12.2010 an input screen will be available. Like at present the message can be sent directly to port state control via fax: 040-36137-295 or via mail: psc-germany@bg-verkehr.de

The notification must contain:

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

¹ If the voyage of the ship concerned takes less than 72 hours, the message has to be submitted on departure from the previous port at the latest.

24 Hour ETA Message

All ships of 300 GT or more have to submit a 24 hour message². In order to keep the effort for shipping as small as possible, information from the existing port information systems (Hafeninformationssysteme – HIS) will be used. All major German ports are equipped with central port information systems, which supply their data to ZMGS via interfaces. This means that the 24 hour ETA message is substituted by the “normal” ETA given to port or terminal.

In case the port concerned is **not** yet linked to a port information system, agents are asked to submit the 24 hour ETA message online to the ZMGS. ZMGS will provide an input screen for the 24 hour ETA message as well. The notification has to contain:

- a) ship identification (name, call sign, IMO or MMSI number)
- b) port of destination
- c) estimated time of arrival at port of destination or at pilot station according to the regulations of the competent administration, and estimated time of departure from this port
- d) total number of persons on board

ATA and ATD

The database THETIS also needs the Actual Time of Arrival (ATA) and the Actual Time of Departure (ATD). In ports with a port information system these details will be submitted automatically. In ports not linked to a port information system this information should be entered online into ZMGS by the agent.

Coverage by Port Information Systems

All major ports in Germany are equipped with port information systems, the connection of smaller ports is being prepared. In December “Verkehrsblatt” will publish a list of ports that will not require additional messages. Reporting obligations will be implemented nationally by “Anlaufbedingungsverordnung” which will enter into force in December. Shipping will be informed via the relevant nautical publications. Further information can be found on the website: <http://www.bg-verkehr.de/ship-safety-division/psc>

In case of further questions you can contact:
Mr Meklenburg, Ship Safety Division, Tel: 040-36137-202

² If the voyage of the ship concerned takes less than 24 hours, the message has to be submitted on departure from the previous port at the latest.