

FONASBA MEMBERSHIP ENQUIRY



RESPONSE SUMMARY

ORIGINATING ASSOCIATION:	
ENQUIRY DETAILS:	<p>Kenya Port State Control survey</p> <p>1) Do the relevant authorities in your member state levy a charge for carrying out port state control inspections - and if so what is the charge?</p> <p>2) Do the inspectors advise the master in advance - either directly or through you as the agent - of their intention to carry out a PSC inspection. If so, what notice is given?</p>
Date:	<i>May 2015</i>
Reply to:	Mr. Juma Tellah: kasa@africaonline.co.ke

	RESPONSE
ARGENTINA	<p>1) In Argentina, the Sea Authority (Coast Guard) performs the controls and inspections of Port State Control vessels, without levying charges to the vessel or to the Ship Agent representing it.</p> <p>2) The Enforcement Authority does not previously advise the master of the vessel or its Ship Agent of its intention to carry out PSC inspections, which arise from internal Coast Guard procedures, related to the age of the vessel, flag, observations performed by other Managements, time passed since the last inspection among other issues.</p>
AUSTRALIA	<p>1) In Australia the Australian Maritime Safety Authority charges levies on all ships visiting Australia. These levies are based on net tonnage and are divided into three components: Navigation Services, Regulatory functions and Pollution of the Sea, however as the navigation and regulatory functions component apply to all vessels they are charged together. The details of the Regulatory function levy is at the following link: http://www.amsa.gov.au/vessels/levies-fees-charges/marine-nav-reg-functions-levy/index.asp</p> <p>The amount of the charges can be calculated here:</p>

	<p>https://apps.amsa.gov.au/levies/LevyCalculator.aspx</p> <p>2) There is no requirement for AMSA to provide advanced notice of inspections, however most good agents will ask whether the ship will be inspected and make suitable arrangements ahead of time. This may vary if a complaint is later received against the ship from any source.</p>
BELGIUM	<p>1) Inspection by PSC is free of charge.</p> <p>2) Retribution for extra inspection (when after a first inspection, the vessel is detained by PSC) is 236 Euros fixed cost + 118 Euros per hour that inspectors actually spend on board</p> <p>3) PSC goes on board whenever they see fit without pre-advising the agents or the master. In some cases, inspection is to be expected e.g. PSC asks to be advised 72 hrs. in advance if a bulk carrier of more than 20 years old is calling a Belgian port and no inspection was carried out in another European port during the last 6 months.</p>
DENMARK	<p>Cost: No charges apply which is also in accordance with EU regulations. However, if vessels are detained a subsequent inspection is charged (time consumption, travelling expenses).</p> <p>Advice notification: No notification is provided unless in case of an enhanced inspection.</p>
ITALY	<p>1) In Italy the relevant authorities charge the owner for carrying out port state control inspections only if the vessel has been detained as a result of such inspections (interministerial decree of 28.10.2009 approving the tariffs for the services rendered by the Italian Coast Guard for inspections).</p> <p>The amount to be paid by the Owner will be euro 756,88 if the inspection which resulted in the detention of the vessel was a “more detailed” one and euro 1.248,46 if the inspection was an “expanded” one.</p> <p>In case the detention of the vessel determined a measure banning the vessel from the ports of ParisMou, the amount to be paid for the inspection aimed at proving the full compliance of the vessel with the relevant international instruments will be € 683.91. If such inspection is to be carried out abroad, to such amount it will be added an extra charge as determined in the schedule annexed to the above mentioned decree.</p> <p>2) In general terms the vessel to be inspected is chosen from a database (Thetis), managed by the European Maritime Safety Agency (EMSA), which associates to each vessel a ship risk profile on the basis of general parameters (type, ship register, performance of the company and of the</p>

	<p>flag) and historical parameters (age of the vessel, results of previous inspections, etc...).</p> <p>Only the PSC staff of the various Member States has access to such database and this grants that the inspection is not known in advance by the Master, which is the purpose of the inspection by way of reducing the number of sub standard vessels. On the contrary, the “expanded” inspections not only can be seen on the database Thetis, but are carried out after the vessels gives the compulsory notice to the port State that the vessel must undergo the extended visit (art. 9 of EC Directive 2009/16 and Art. 13 of the decree 53/2011 implementing it).</p> <p>To verify the risk profile of a vessel the owner can visit the website www.parismou.org).</p>
ISRAEL	<p>1) The Authorities do not levy any charge for carrying out port state control inspections. However, if some deficiencies are found during their visit, the inspectors come again to check whether corrections have been carried out, and charge about \$ 1700 for this second visit.</p> <p>2) No notice is given, neither directly to the master nor through the agent.</p>
JAPAN	<p>As you know, Japanese Government has ratified the convention on the international maritime, such as SOLAS, MARPOL, STCW, ILO and COLREG.</p> <p>PSC at their own discretion will carr out site inspection for foreign flag vessels without advanced notice, but there is no charge for inspection.</p>
MALTA	<p>1) The Malta Administration does not charge for PSC inspections. Charges are imposed when a vessel becomes detained only and this happens when it becomes necessary to release the vessel. Should it happen that following the second inspection the deficiencies observed have not been fully rectified, the vessel will have to pay again for the attendance of Port State Control officers. The fee is 350 Euros each time it becomes necessary to attend.</p> <p>2) It is not usual to inform the Vessel that a PSC inspection is going to take place but some companies/vessels will be expecting an Inspection as the last PSC inspection becomes overdue or when Malta may be the first European port. It is standard procedure that vessels report to VTMISS accordingly depending on their priority - this may be verified by accessing Thetis (the PMoU information system).</p> <p>The Administration occasionally communicates with the local Agent only to check about the ETA of the vessel and the duration of stay in order to organize and to distribute the inspections throughout the week</p>

	<p>accordingly. In some cases the Port State Control Officer then informs the agent about the inspection and the Agent in turn informs the Master.</p> <p>Malta forms party to two Regimes being the 'Paris MoU' and the 'MEDITERRANEAN MoU' and inspects vessels on behalf of both Organizations. This does not increase the amount of inspection time as one inspection is carried out but the data is communicated to both Regimes. As yet the selection and inspection of targeted vessels is carried out in accordance with the requirements of Paris MoU and depends on the priority attached to that vessel e.g. P1 or P2.</p> <p>Should you require further information, please do not hesitate to make inquiry.</p>
SPAIN	<p>1) Spanish authorities (harbour master's office) levy no charge for carrying out inspections neither to foreign vessels nor to spanish ones.</p> <p>2) Inspectors do not advise the master in advance - neither directly nor through the agent - of their intention to carry out the inspection; they just appear aboard.</p>
TURKEY	<p>1) Relevant authorities do not charge for carrying out PSC inspection.</p> <p>2) Inspectors do not advise the master in advance but advise when vessel arrives.</p>
UK	<p>1) There is no charge levied.</p> <p>2) No advance warning is usually given, as authorities wish to make surprise visits. However most European Authorities work closely together and warn each other of suspect vessels, and if a vessel has had an issue in any EU country it is most likely the vessel will be checked again in the next European port to ensure any necessary work has been carried out accordingly.</p>
USA	<p>1) US Coast Guard (USCG) does not charge for carrying out routine port state control inspections. However USCG does charge USD 1,100 for conducting COC exams (Certificate of Compliance for tankers only) which is required for the carriage of liquid cargoes.</p> <p>2) The USCG inspectors do not notify the master or agent in advance of a PSC inspection - however often the agent will become aware of them when PSC calls to check a ship schedule - as they need to schedule the attendance of their inspectors.</p>