



# Paris MoU DEVELOPMENTS

*Once a year the Port State Control Committee, which is the executive body of the Paris MoU, meets in one of the member States. The Committee considers policy issues related to the regional enforcement of port State control, reviews the work of the Technical Evaluation Group and task forces and decides on administrative procedures.*





The task forces are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the task forces are submitted to the Technical Evaluation Group (TEG) in which all Paris MoU members and observers are represented. The evaluation by TEG is submitted to the Committee for final consideration and decision-making.

The MoU Advisory Board advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the task forces and Secretariat between meetings of the Committee. The Board meets several times a year and in 2020 consisted of participants from Norway, the Russian Federation, Belgium, Finland, the Netherlands and the European Commission.

### **PORT STATE CONTROL COMMITTEE**

As a consequence of the COVID-19 pandemic, the PSCC meeting was postponed. Due to several urgent decisions to be taken to maintain the harmonized system and the risk-based approach, a written procedure was organized in June 2020 to approve, among other things, the performance lists of flag States and Recognized Organizations.

The Paris Memorandum of Understanding on Port State Control (Paris MoU) held its 53rd Committee meeting by virtual means from the 28<sup>th</sup> of September to the 2<sup>nd</sup> of October 2020. The Committee consists of 27 member Authorities and the European Commission.

One of the priority elements discussed was the COVID-19 pandemic and its impact on port State control. Port calls and the number of inspections decreased substantially in the period from March to June as a consequence of restrictive measures resulting from COVID-19. However, as from June 2020 port State control efforts increased again.

The Committee discussed the impact of the COVID-19 situation and noted that the Paris MoU had already acted on the situation by issuing a Circular (PSCircular 97) on the resumption of inspection efforts. This Circular urges the Paris MoU member Authorities to apply an enhanced focus, during all types of inspections, on MLC requirements, in particular on Seafarers Employment Agreements, SEAs, and on the repatriation of seafarers. While the gradual resumption of port State control inspections was observable, the Committee considered that attention should be paid to possible effects on the harmonised system of inspections. That is why a task force was established to study and analyse the impact



and to determine whether actions are needed for the medium and longer term.

The Committee recalled its earlier decision, as a result of COVID-19, to postpone all concentrated inspection campaigns (CICs) by one year, and the resulting re-scheduling of the CIC on Stability to 2021. The Committee also agreed to an Inspection Campaign on the Polar Code in 2022.

Furthermore, following last year's decision, the Committee decided how to share inspection data in bulk to registered users by publishing it on the Paris MoU website.

The Committee also discussed the outcome of the joint CIC on Emergency Systems and Procedures, held from 1 September 2019 until 1 December 2019. Industry compliance was generally recorded as satisfactory.

The Committee also recalled its earlier adoption of the 2019 Annual Report, including the "White, Grey and Black List" and the performance list of Recognized Organizations. These lists were taken into account for the calculation of the Ship Risk Profile from 1 July 2020.

During the meeting the Committee re-elected Mr. Brian Hogan (Ireland) as its Chairman and Mr. Naim Nazha (Canada) as its vice-Chairman.

#### **TECHNICAL EVALUATION GROUP**

The postponement of PSC53 until the end of September 2020 gave the task forces established by the Committee little time to complete their work before the scheduled meeting of the Technical Evaluation Group in December 2020. For that reason, TEG was postponed to January 2021. The task forces, which were to deal with - amongst others - the following topics, were instructed to report to TEG and to the following Port State Control Committee:

- Information System Developments;
- Evaluation of Paris MoU Statistics;
- New inspection policy within the Paris MoU;
- CIC on Stability (in general) 2021;
- CIC on STCW 2022;
- Polar Code Inspection Campaign 2022;
- CIC on Fire Safety 2023;
- Scheme to harmonise the level of professional competence within the Paris MoU;
- Impact of COVID-19 crisis.

## PORT STATE CONTROL TRAINING AND SEMINARS

Over the past years, the training programs have helped PSCOs from members Authorities, observers and other MoUs refine and enhance their skills in the application of port State control procedures. They have also increased their understanding of IMO/ILO conventions and regulations that were the subject of these training programs.

The basic aim remains to achieve a higher degree of harmonisation and to standardise inspections throughout the region.

The Secretariat normally organises five different programmes for Port State Control Officers:

- Seminars (twice a year);
- Expert Trainings (twice a year);
- Specialised Trainings (alternately about bulk carriers, passenger ships and tankers).

## SEMINARS

The seminars are open to members, co-operating members and observers. The agenda is more topical than Expert and Specialised Training and deals with current issues such as inspection campaigns and new requirements.

## EXPERT AND SPECIALIZED TRAINING

For the Expert Training, the central themes are “The Human Element” and “Safety and Environment”. The theme of the Specialized Training changes every year. The training programmes are intended for experienced PSCOs. Using that experience, the participants can work together to establish a higher degree of harmonisation and standardisation of their inspection practice. Lecturers for the training programmes are invited from the Paris MoU Authorities and the maritime industry.

Expert and Specialized Trainings aim to promote a higher degree of professional knowledge and harmonisation of more complex port State control issues and procedures.

### *The 16<sup>th</sup> Expert Training “Safety and Environment”*

The sixteenth Expert Training programme was held in The Hague, the Netherlands, in February 2020. Important issues during this training were new requirements in the Annexes to the MARPOL Convention, SOLAS life-saving appliances and the use of operational drills during a PSC inspection. The International Maritime Dangerous Goods Code (IMDG Code) was also discussed. Representatives from the Black Sea MoU and EMSA took part in the training.

## FACE TO FACE TRAINING AND SEMINARS CANCELLED

All other training efforts were cancelled due to the COVID-19 pandemic. Preparations have been made to explore options for an adjusted programme in the future to meet training needs.

## WEBINAR

Following up on earlier experiences with webinars, a webinar for PSCOs was organised on the COVID-19 consequences and possible issues, specifically regarding MLC-related issues. The webinar was held in September and the basis of the webinar was the application of PSCircular 97 (Temporary guidance related to COVID-19 for port State control Authorities).

*“Ongoing improvements and performance measurement through inspection results require strict adherence to the established procedures.”*

## TRAINING IN COOPERATION WITH EMSA

The Paris MoU also collaborates with EMSA in the “PSC Seminar for Port State Control Officers”. The PSC Seminars are delivered to PSCOs from all Member Authorities. In 2020 the Professional Development Scheme (PDS) for PSCOs of the Paris MoU had to be adjusted.

The Paris MoU inspection regime focuses on elimination of substandard shipping and on rewarding well-performing ships in terms of the inspection frequency. It translates to “less, but higher quality inspections”. The regime is supported by a comprehensive set of procedures, all aimed at providing more guidance for better inspections.

Ongoing improvements and performance measurement through inspection results require strict adherence to the established procedures. For the seminars organised for PSCOs in 2020, the previously adopted approach was followed in order to maximize familiarisation with port State control inspection procedures.

The overarching goal for the seminars remained the establishment of a harmonised approach towards port State control in the geographical working area of the Paris MoU. Feedback sessions with participants during the seminars indicated that indeed a broader understanding of the procedures and the available tools such as the Paris MoU manual, RuleCheck and the distance learning modules, had been achieved. The constantly evolving