

Marine Notice No. 60 of 2011

This Marine Notice should be read in conjunction with Marine Notices No. 2 & 3 of 2011

For the attention of all Owners, Operators, Masters, Agents, Pilots and Port Authorities

Port State Control (PSC) and Vessel Traffic Monitoring (VTM) Reporting Requirements

[Marine Notice No. 2 of 2011](#) provided general information regarding the introduction of the New Inspection Regime (NIR) for port State control and the mandatory use of SafeSeasIreland (SSI) in complying with the NIR reporting obligations for operators, agents and masters. Further details of the NIR are also available at the website of the Paris Memorandum of Understanding on Port State Control (Paris MoU):- www.parismou.org.

[Marine Notice No. 3 of 2011](#) provided further information on alternative reporting methods for vessels that do not meet the technical requirements for the use of SSI.

This additional Marine Notice, which will be updated as and when required, contains important information regarding compliance with both the PSC and VTM requirements for the reporting of ship movements and the use of SSI.

Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control is transposed into Irish law through the European Communities (Port State Control) Regulations 2010 [S.I. No. 656 of 2010]. A new inspection database (THETIS), designed to support the NIR, was developed and has been live since the 1st January 2011 across the Paris MoU area.

Directive 2009/16/EC also refers to the requirements that are contained in the Vessel Traffic Monitoring Directive (2002/59/EC), which is transposed into Irish law through the European Communities (Vessel Traffic Monitoring and Information System) Regulations 2010 [S.I. No. 573 of 2010]. These regulations require operators, agents or masters of affected vessels to report an Estimated Time of Arrival (ETA) prior to arrival in a port or anchorage in Ireland, using SSI.

Reporting Obligations (See Flow Chart in Annex)

In addition to satisfying Ireland's European Union legal obligations, the design and functionality of SafeSeasIreland is very much focussed on reducing the administrative burden of users. In order to achieve the full benefits of the system, a key factor is the accuracy and completeness of ship reporting by users.

- **24 Hour Pre-Arrival Notification Requirement - VTM Directive (2002/59/EC) and SOLAS CH XI-2 / Regulation (EC) 725/2004**

The accuracy and completeness of the ETA information supplied to SSI is of critical importance, as the automated systems capturing and transferring the information to the European Union's SafeSeaNet system and to the THETIS database rely on the provision of quality data.

Automatic capture will not occur when the user reports an incorrect Maritime Mobile Service Identification (MMSI) number in the vessel's ETA.

Operators, agents or masters of vessels should ensure that the information supplied is correct and is updated as required where a ship's ETA changes.

Where, on arrival off a port, a vessel proceeds to anchor, the ETA must be updated to reflect the estimated time that the vessel is to subsequently berth at the port facility. The correct 'Locode' for the port facility must be used.

In the event that a vessel carries out a ship/port interface at an anchorage but is not intending to berth alongside (no Actual Time of Arrival (ATA) will be generated in these circumstances), then the Marine Survey Office (MSO) should be contacted by fax, e-mail or telephone providing full details.

If a vessel has arrived at a port facility and no ETA has been submitted, the MSO must be informed of the reason for the non-reporting by fax, e-mail or telephone. The MSO will still require the relevant ship-related information to be entered into SSI and a manual ATA will be required to be entered, as outlined below.

Similarly, Estimated Times of Departure (ETD) should be updated as required to take account of any delays caused by late berthing, extended cargo operations, change of orders, repairs, etc.

- **Actual Time of Arrival / Actual Time of Departure**

The NIR introduced new notification requirements whereby operators, agents and masters of ships provide the MSO with the actual time of arrival (ATA) and the actual time of departure (ATD) of ships calling at all ports and anchorages in Ireland. SSI is designed to collect this notification automatically from vessels that are equipped with an approved and functioning Automatic Information System (AIS) and which are fully compliant with the VTM Regulations. If the vessel does not comply with the AIS and/or VTM requirements, the ATA / ATD automatic capture will not be completed.

Automatic capture of ATA and ATD will not occur if the ETA or ETD information has not been submitted or if it is incomplete or inaccurate – a limited tolerance with regard to time accuracy of ETA / ETDs is built into the system. After approximately 1 hour following a departure or arrival, the ATA / ATD should have been captured in SSI. Operators, agents or masters of vessels should ensure that the ATA / ATD information is correctly recorded and if not, the information should be entered manually by the user. As from 1st January 2012, increased enforcement activities relating to the ATA and ATD reporting requirements will be carried out by port State control. Operators, agents and masters of vessels found not in compliance with the regulations will be subject to additional PSC inspections and/or prosecution for non-compliance with the regulations.

Operators, agents or masters of non-AIS equipped vessels (and Port Authorities that have information on the movements of such non-AIS vessels into and out of their port limits) are required to provide the MSO with the ATA and ATD information. Further details on reporting methods for non-AIS equipped vessels are contained in *Marine Notice No. 3 of 2011*. Operators, agents or masters of such ships that do not notify the ATA or ATD will be subject to additional inspections and/or prosecution, as above.

- **Expanded Inspections – 72 Hour Notification Requirement**

The 72 hour pre-arrival notification for ships eligible for an expanded inspection is required to be given by all types of ship which have a High Risk Ship (HRS) profile and also by any bulk carrier, chemical tanker, gas carrier, oil tanker and passenger ship older than 12 years eligible for an expanded inspection.

The Regulations require the operator, agent or master of such ships which are bound for a port or anchorage in the State to notify its arrival to the competent authority using the SSI system or, where SSI is unavailable for technical reasons, by telephone, fax, email or other electronic means to the MSO:-

- (a) at least 72 hours in advance,
- (b) if the voyage time is less than 72 hours, at the latest, at the time the ship leaves the previous port, or
- (c) if the port of call is not known or it is changed during the voyage, as soon as the information is available.

The alternative arrangements for reporting in the event of the unavailability of SSI due to technical reasons are detailed in *Marine Notice No. 3 of 2011* and these alternate arrangements also apply to a ship eligible for an expanded inspection that does not have an IMO Number and a MMSI number. Information received by Port Authorities regarding such notifications must be forwarded to the MSO.

Eligibility for expanded inspection and the consequential need to send a 72-hour report can be checked on www.parismou.org. Operators, agents or masters of vessels that do not report a vessel's eligibility for an expanded inspection to SSI will be subject to prosecution.

Upon receipt of a report, the MSO will notify the ship's agent as soon as possible if an expanded inspection is due but may not take place during the port call.

Ship Related Messages

Vessels that have already left Ireland may be reported to the THETIS database if non-compliance with the reporting obligations is subsequently detected, and such vessels may be subject to inspection at the next port of call in the Paris MoU area.

For further information, please contact:

The Chief Surveyor,
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Director General,
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28/12/2011

Encl. Annex

For any technical assistance in relation to this Marine Notice, please contact:
The Marine Survey Office, Leeson Lane, Dublin 2, tel: +353-(0)1-678 3400.
For general enquiries, please contact the Maritime Safety Policy Division, tel: +353-(0)1-678 3418.
Written enquiries concerning Marine Notices should be addressed to:
Maritime Safety Directorate, Department of Transport, Tourism and Sport, Leeson Lane, Dublin 2, Ireland.
email: marinenotices@dtas.ie or visit us at: www.dttas.ie

ANNEX to Marine Notice No. 60 of 2011

Reporting

Vessel Location

