

New rules in 2011



Safety: Eddie Janson

Captain Eddie Janson of MariTrain AB, instructor and consultant in maritime safety, points the Shipgaz spotlight at safety related matters.

All the rules and regulations that cover shipping are constantly changed and amended. In addition, new regulations are introduced continuously. We have several bodies regulating our daily work; the International Maritime Organisation, the International Labour Organization, flag states and port states among others.

Below is a guide to some of the new rules that will enter into force in 2011.

Material Safety Data Sheets

(MSDS): From January 1, an MSDS must be on board for all MARPOL Annex 1 substances, including bunkers. The MSDS must follow IMO's recommendation for Material Safety Data Sheets.

Ban of new installation of asbestos: Previously, asbestos has been banned "except for essential use", but from January 1, any use of asbestos will be banned.

Ship To Ship operations (STS):

Any oil tanker involved in STS operations will be required to have an STS Operations Plan on board, approved by the Administration.

This plan must be in place at the first survey after January 1, 2011, but any STS operation after April 1 must be carried out in accordance with an approved STS operations plan.

All STS operations must be reported to the coast state at least 48 hours before the operation begins.

Records of all STS operations must be kept on board for at least three years. There must be a qualified person in charge of the STS operation.

Bunkering, loading from platforms and operations for saving life or preventing pollution are not covered by these rules.

»If the company's other vessels have been detained or have had a high number of deficiencies the risk profile will be higher«

On January 1

next year a new Port State Control Regime will enter into force. You can read more about this on page 26.

New Port State Control Regime in Europe: Until the end of this year, the 27 European coastal states have agreed on making Port State Controls on 25 per cent of all foreign flagged vessels calling their ports. It was up to each state to decide which 25 per cent to inspect.

On January 1, 2011 a new Port State Control Regime will enter into force. Instead of the percentage it is a risk based approach to which ships will be inspected.

Ships will be profiled as High Risk Ship (HRS), Standard Risk Ship (SRS), or Low Risk Ship (LRS). This profile will be based on:

- Type of ship: tankers, bulk carriers and passenger ships are consid-

ered to have a higher risk profile than other ships.

- Age: If the vessel is older than 12 years it will affect the risk profile.

- Flag: If the vessel is flying a flag listed as Black or Grey by the Paris MOU it can never be profiled as a Low Risk Ship.

- Class: If the vessel is classed by a classification society listed as Black or Grey by the Paris MOU it can never be profiled as a Low Risk Ship.

- Company Performance: If the company's other vessels have been detained or have had a high number of deficiencies the risk profile will be higher.

- Number of previous deficiencies and detentions for the ship.

There is an online Ship Risk Profile Calculator on the Paris MOU's web page. The risk profile will decide how often a ship will be inspected by the port state control. A Low Risk Ship will be inspected with an interval of 24-36 months, a Standard Risk Ship with an interval of 10-12 months, and a High Risk Ship with an interval of 5-6 months.

All High Risk Ships and all tankers and passenger ships older than twelve years which are due for inspection must send a 72 hour pre-arrival notification to the port state. The results from all Port State Controls will be available on a public website. *



Port of Gothenburg.