

20. MANDATORY EXPANDED INSPECTIONS – EU DIRECTIVE 2009/16/EC

Source: Maritime and Coastguard Agency.

Former Notice 20/21 is cancelled. Additions and amendments to the former Notice are indicated by sidelines.

PORT STATE NOTIFICATIONS

1. Under European Union (EU) Directive 2009/16/EC the EU introduced a reporting system to be complied with for all ships arriving or leaving a port or anchorage within the EU Region. This was written into UK Law under SI 2011 No. 2601 The Merchant Shipping (Port State Control) Regulations 2011. Since the UK Exit from the European Union, the provisions transposed into UK law remain extant and ensure the UK meet their obligations under the Paris MOU Agreement for Port State Control.
2. The operator, agent or Master shall notify the **Maritime and Coastguard Agency** (psc_headquarters@mca.gov.uk) or the **local MCA marine office** by email (contact details are available from www.gov.uk/government/organisations/maritime-and-coastguard-agency/about/access-and-opening), **72 hours** in advance of arrival in port, if ships are eligible for an expanded inspection (3 days pre-arrival notification).
3. Ships subject to expanded inspections are:
 - All ships with a high risk profile;
 - Any passenger ship, oil tanker, gas or chemical tanker or bulk carrier, older than 12 years of age.
4. Information on ships eligible for expanded inspection can be found on the Paris MOU websites.
5. Directive 2009/16/EC also recalls the obligation to notify, **24 hours** in advance, for ships bound for a Member State port (24 hours pre-arrival notifications) or at the latest, at the time the ship leaves the previous port, if the voyage time is less than 24 hours or if the port of call is not known or it is changed during the voyage, as soon as this information is available. This obligation falls under Directive 2002/59/EC as amended establishing a common vessel traffic monitoring and information system throughout European Community (EC) waters.

These reports shall be sent to the Port Authorities in the normal way.

6. Failure to report the required information is an offence and may also cause a ship to be targeted for inspection.
7. A list of participating countries is shown on the following table:

PARTICIPATING COUNTRIES	
Belgium	Latvia
Bulgaria	Lithuania
Croatia	Malta
Cyprus	Netherlands
Denmark	Norway
Estonia	Poland
Finland	Portugal
France	Romania
Germany	Slovenia
Greece	Spain
Iceland	Sweden
Ireland	United Kingdom
Italy	

Further information on ships eligible for expanded inspection may be found at www.emsa.europa.eu and www.parismou.org. Details of the EU legislation may be found at www.emsa.europa.eu

8. Further details are published in ADMIRALTY List of Radio Signals NP286.