

Guidelines for Port State Control performed on Danish ships

Danish ships must meet high safety standards and comply with all relevant national and international regulations. There has been an increase in the number of Danish ships detained in foreign ports in 2002. This development must be reversed, not only because of the safety on board but also to ensure Denmark as a quality flag State. The purpose of these guidelines is to contribute to a development where the number of Danish ships detained after port state control inspections is kept at a minimum.

The Danish Maritime Authority have analysed the causes for all detentions of Danish ships at port state control inspections in the period 1998-2002. It appears from the material that the ships most commonly detained are small and relatively old dry cargo ships.

The major part of the detentions relate to deficiencies within the areas listed below. In order to reduce the numbers of detentions the Danish Maritime Authority recommend that you are especially attentive of these areas.

Areas most commonly causing detention:

- Ship's certificates.
- Ship's manning and the crew's certificates of competency and other certificates.
- Life-saving appliances: Lifeboat davits and MOB boats, equipment in the boats, embarkation ladders, life rafts, hydrostatic release units, radar transponders, rocket parachute flares, MOB buoys and lights for lifebuoys.
- Fire fighting: Emergency fire pump, fire-fighting equipment, quick-closing valves for fuel tanks, fire dampers, fire detectors and fixed fire-extinguishing equipment in engine rooms. Rooms containing fire-fighting equipment or CO₂-systems which are not accessible.
- Charts and nautical publications.
- Oily-water-separators.
- Ship's construction (corrosion, cracks or holes): Tanks, hulls, bulkheads and frames. Air pipes and ventilators on deck. Closing devices for hatches and external doors.
- Stability information.
- Cleaning of engine room.
- Radio equipment. EPIRB batteries.
- Hours of work and duty schedules and hours of rest registration.
- SMS/ISM.

Master and company can reduce the risk of being detained by ensuring:

- Regular inspections of above-mentioned areas, and as a minimum go through listed areas when signing on a new captain, chief engineer and chief officer.
- To maintain a good filing system for the ship's certificates and crew's certificates of competency making it easy to present these for the authorities during a port state control inspection.
- Check of the ship's life-saving and fire-fighting equipment utilizing updated checklists which can be presented easily at a port state control inspection.
- To be in possession of all necessary charts and nautical publications as well as keeping order in the charts and a system for correction of these which can be presented at port state control inspections, and
- That the company always supports the ship's management when a deficiency has to be corrected.

In case of accidental damage on a voyage, etc. the ship must inform the port State, the classification society and the Danish Maritime Authority **prior** to arrival in order to avoid detention.

In Europe, a ship's master or ship owner may appeal the detention to the Board of Detention of the port State authority if it has been decided to detain the ship. But an appeal will not suspend the detention. The port State authority must inform the master of his right to appeal the detention.

Information regarding detention of a ship will be reported by the port State authority to the flag State, the classification society and a common database covering the region, for example Europe and Canada (Paris MOU). When the ship has been detained once, it may be expected that the ship is subject to thorough inspections at future port state control inspections.

Follow-up inspection by the Danish Maritime Authority

When a Danish ship is detained at a port state control inspection, the Danish Maritime Authority will evaluate and decide if the ship has to be subject to a thorough inspection carried out by the Danish Maritime Authority. The following questions will be taken into consideration before making a decision:

- Has the ship been detained before?
- Has the company's ships been detained before?
- Is the reason for detention mentioned in the earlier listed areas most often causing detention?

If the Danish Maritime Authority find serious deficiencies violating current legislation, it may result in the Danish Maritime Authority notifying the police in order to charge either the master or the owner.

Information regarding detentions is publicised on the Danish Maritime Authority website including information on the ship and the reason/s for the detention.

Regulations regarding port state control inspections in Europe are found in Technical Regulation on Port State Control of Shipping issued by the Danish Maritime Authority, no. 9 of 28 November 2002. This Technical Regulation implements Council Directive 95/21/EF of 19 June 1995 with later amendments. These regulations are based on international regulations publicised in IMO Resolution A.787(19) with later amendments "Procedures for Port State Control". The IMO Resolution is also the foundation for agreements made in other regions, such as Asia-Pacific Ocean, Indian Ocean, The Mediterranean, South America and others.

If you have any questions regarding port state control inspections the Danish Maritime Authority can be contacted at the following address:

The Danish Maritime Authority, Vermundsgade 38 C, DK-2100 Copenhagen O, telephone no +45 39174400 or e-mail cfs@dma.dk.