

M. S. Notice 6 of 2011 - General Inspection of Indian flag vessels by Recognized Organizations (Superseded by M.S. Notice 19 of 2013)

M.S. Notice 06 of 2011

No:
ENG/PSC/66(1)/07 2011

Dated: 26th April,

Subject: General Inspection of Indian flag vessels by Recognized Organizations

1. One of the important challenges for the maritime industry is to adhere to the concept of Safe and Clean seas by ensuring that ships are appropriately maintained as required under the structured safety management system. While the role of regulatory agencies is critical for this purpose, a culture of self-regulation may go a long way in ensuring safety and protection of the marine environment.
2. During the year 2010, 337 out of estimated 1007 nos. Indian flag ships were subjected to flag State implementation (FSI) while they were alongside berth or at anchorage in Indian ports. It was ensured that unsafe and substandard ships which may cause threat to the safety and environment did not operate, till deficiencies observed were rectified to the satisfaction of the concerned FSI officer. Record of each and every inspection / detention is maintained by PSC/FSI Cell of the Directorate General of Shipping (DGS), in addition by the concerned Mercantile Marine Department (MMD). A table of frequently encountered deficiencies and the list of frequently repeated detainable deficiencies observed during the inspections under FSI in the year 2010 are enclosed at Annexure-1 and Annexure-2 respectively.
3. It was noted while reviewing the current FSI regime that its effectiveness could be considerably enhanced, if :
 - i. the information regarding frequently encountered deficiencies is shared with the management of the shipping companies;
 - ii. the companies are required to carry out a self-assessment of their own ships in terms of FSI requirements, followed by a general inspections by an R.O. The formal flag State inspection could then be carried out on these ships based on a randomised targeting. This would ensure that all ships undergo some level of inspection every year, whereby Ship management gets Safety conscious and the FSI targeting becomes more streamlined. It would also ensure that ships that are trading in foreign ports over a long period also get covered under an inspection regime.
4. A meeting was held with the Recognised Organisations (R.Os) in the Directorate on 10th January, 2011 to discuss the above concept. The concerned R.O.s, viz., American Bureau of Shipping (ABS), Bureau Veritas (BV), Det Norske Veritas (DNV), Germanischer Lloyd (GL), Indian Register of Shipping (IRS), Korean Register of Shipping (KR), Lloyd's Register Asia (LR), Nippon Kaiji Kyokai (NKK) and RINA participated and the concept was discussed. While the modalities of self- assessment by the Ship management preferably through the Designated Person Ashore (DPA), are issued separately, the procedure for inspection by an R.O. are elaborated as under:
5. Indian vessels plying abroad are invariably classed with an additional IACS member, besides Indian Register of Shipping (IRS). Both of these R.Os are approved by the Government of India. Of these two, the R.O. that has carried out nil or lesser number of statutory surveys of the vessel, shall carry out a general inspection (GI). While carrying out the GI, the R.O. shall review the self-assessment carried out by the company. In a few cases, where such a vessel is classed with an R.O. which is not approved by the Government of India, the GI could be done through any one of the R.Os approved by the Govt. of India. The list of R.Os which are presently approved by the Government of India are American Bureau of Shipping (ABS), Bureau Veritas (BV), Det Norske Veritas (DNV), Germanischer Lloyd (GL), Indian Register of Shipping (IRS), Lloyd's Register of Asia (LR), Nippon Kaiji Kyokai (NKK).

6. The GI needs to be carried out inline with flag State implementation, on Indian flag vessels abroad as well as on the Indian coast, preferably within three to six months from the date of last statutory surveys to the extent of annual surveys. The ROs are required to submit their report to the Directorate in the enclosed format, in order to decide further necessary action and the requirement of flag State inspection. However, the existing flag State inspection mechanism of Mercantile Marine Departments shall continue on the basis of randomly selected targeting, for vessels available on the Indian Coast as well as those not visiting Indian ports.
7. GI in respect of vessel which are not dual class, can be done through any of the recognised ROs as per choice of the owner. It will be the responsibility of the ship-owners to ensure that their vessels undergo general inspection by the RO, at least once in a year.
8. Whenever formal FSI is carried out, the FSI officer shall also review the inspection report of the general inspection and the self-assessment so that the Directorate can assess the quality of inspections carried out by the ROs, and the Ship Maintenance Quality so as to incentivize companies with good safety track record appropriately.
9. If any serious deficiencies are observed by the ROs which in their judgement may affect the safety of the vessel, crew or marine environment, they are required to inform the Port State Control cell of the Directorate forthwith, before vessel is allowed to leave the port.
10. The payment for the services rendered by the ROs shall be settled by the ship-owners.
11. The report of the general inspection is required to be filled up by the ROs in the attached Annexure- 3 (Form A and Form B). Report along with the checklist duly filled in is required to be forwarded to the PSC cell of the Directorate.
12. The check list for the general inspection is attached as Annexure-4 for the guidance of surveyors.
13. The contact details at the Directorate are: psc@dgshipping.com; kmrao@dgshipping.com; mehrotra@dgshipping.com; (Tel Nos. 022-25308621, 022- 22656303, 022-22613303,).

This issues with the approval of the Director-General of Shipping and ex-officio Addl. Secretary to the Govt. of India.

Sd/-

(D.Mehrotra)

Dy. Chief Surveyor cum Sr. DDG (tech.)