

QUESTIONS TO BE RESPONDED TO FOR THE PORT STATE CONTROL REGULATIONS

http://www.legislation.gov.uk/uksi/2011/2601/pdfs/uksi_20112601_en.pdf

Question 1

The PSC regulations replaced the requirement to inspect 25% of individual foreign flagged ships calling at UK ports each year, by an annual inspection commitment to contribute a 'share' of risk based inspections due in the Paris MoU region as a whole.

Question 1a) Has the **frequency** of PSC inspections in the UK between 2011 – 2015:

- i) Increased
- ii) Decreased
- iii) Not changed
- iv) Don't know

Question 1b) Has **confidence** in the UK inspection regime been impacted by these changes:

- i) Increased
- ii) Decreased
- iii) Not changed
- iv) Don't know

Question 1c) What are the reasons for any changes? Please provide any data or information you have:

NIL

Question 2

In addition to the existing regime of expanded inspections of ships of certain types and age, the PSC regulations required expanded (in depth) inspections of ships with a high risk profile to be carried out at 6 month intervals,

Question 2a) Has the **frequency** of expanded inspections in the UK between 2011 – 2015:

- i) Increased
- ii) Decreased
- iii) Not changed
- iv) Don't know

Question 2b) Has the **length** of an expanded inspection in the UK between 2011 - 2015:

- i) Increased
- ii) Decreased
- iii) Not changed
- iv) Don't know

Question 2c) What are the reasons for any changes? Please provide any data or information you have:

N/A

Question 3

Owners and masters of ships due for PSC Expanded inspections were already required to give 72 hours' notice of arrival in port. The Regulations introduced a requirement to allow sufficient time in the operating schedule for the inspection to be carried out and an obligation on the ship to remain in port until the inspection is completed.

Question 3a) Has the **length of time in port** for expanded inspections in the UK between 2011 – 2015:

- i) Increased
- ii) Decreased
- iii) Not changed
- iv) Don't know

Question 3b) Have the costs for notifying expanded inspections being undertaken in the UK, between 2011 - 2015:

- i) Increased
- ii) Decreased
- iii) Not changed
- iv) Don't know

Question 3c) Have there been cost changes to owners for fewer expanded inspections?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for any changes? Please provide any data or information you have:

NIL

Question 3d) Have there been cost changes for an increased number of expanded inspections?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for any changes? Please provide any data or information you have:

Question 3e) Have there been any additional or unexpected costs for ship owners relating to this change?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for any changes? Please provide any data or information you have:

Question 3f) Have ships owners had to make changes to their policies or ways of working as a result of these changes?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for any changes? Please provide any data or information you have:

NIL

Question 3g) Have there been any particular impacts on small businesses?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for any changes? Please provide any data or information you have:

NIL

Question 4

Port authorities are required to provide the MCA with actual times of arrival and departure of ships calling at their ports and anchorages in a form that may be transferred electronically to EC data systems.

Question 4a) What changes have been made to port IT systems between 2011 – 2015? Please provide any data or information you have:

NIL

Question 4b) Have there been changes to the Ports' ways of working?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for any changes? Please provide any data or information you have:

NIL

Question 4b) Have there been any costs to the ports of making these changes?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for these costs? Please provide any data or information you have:

NIL

Question 4c) Have there been any costs to the Ports of making these changes?

- i) Yes
- ii) No
- iii) Don't know

What are the reasons for these costs? Please provide any data or information you have:

NIL

Question 5

Pilot reporting obligations were extended to UK pilots on foreign ships in transit in UK waters (deep sea pilots). They already applied to UK harbour pilots on foreign ships engaged in berthing or unberthing the ship or bound for a UK port.

Question 5a) Has the **number** of deep sea pilots being used on foreign vessels in transit in UK waters between 2011 – 2015:

- i) Increased
- i) Decreased
- ii) Not changed
- iii) Don't know

Question 5b) Has the **number** of deficiencies reported by deep sea pilots on foreign vessels in transit in UK waters between 2011 – 2015:

- i) Increased
- i) Decreased
- ii) Not changed
- iii) Don't know

Question 5c) What are the reasons for any changes? Please provide any data or information you have:

NIL

Question 6

Question 6a) How could the MCA have improved our implementation of the Port State Regulations, including minimising familiarisation costs for stakeholders? Please provide any data or information you have:

Question 6b) Are there any ways the regulations could be improved?

- i) Yes
- ii) No
- iii) Don't know

Please provide any data or information you have:

Question 6c) Have there been any unintended impacts of the regulations?

- i) Yes
- ii) No
- iii) Don't know

If so what are the impacts? Please provide any data or information you have:

Question 6d) Have there been any unexpected costs for business?

- i) Yes
- ii) No
- iii) Don't know

What have those costs been? Please provide any data or information you have:

QUESTIONS TO BE RESPONDED TO FOR THE FLAG STATE DIRECTIVE

http://www.legislation.gov.uk/ukxi/2011/2667/pdfs/ukxi_20112667_en.pdf

Question 7

Question 7a) How could the MCA have improved our implementation of the Flag State Regulations? Please provide any data or information you have:

Question 7b) Are there any ways the regulations could be improved?

- i) Yes
- ii) No
- iii) Don't know

Please provide any data or information you have:

Question 7c) Have there been any unintended impacts of the Regulations?

- i) Yes
- ii) No

iii) Don't know

If so what are the impacts? Please provide any data or information you have:

Question 7d) Have there been any unexpected costs for business?

- i) Yes
- ii) No
- iii) Don't know

What have those costs been? Please provide any data or information you have:

FREEDOM OF INFORMATION ACT

Information provided in response to this exercise, including personal information, may be published or disclosed in accordance with access to information regimes (these are primarily the Freedom of Information Act 2004 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you would like information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The DfT will process your personal data in accordance with the Data Protection Act and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Conduct of this information gathering process

If you have any comments on the conduct of this process please email the stakeholder engagement exercise Coordinator.

