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### **Training Regime for PSCO in the Paris MoU**

#### **Items to be Discussed**

- The Previous Training Regime
- The Need to Change
- The New Regime
- The Next Steps

#### **The Previous Training Regime**

- One year as a flag state surveyor if master, chief, naval architect,...
- Two years as a flag state if not
- **National Training Regime**
  - no common syllabus
- May be some Supervised Inspections
  - Some members more than 100, others less than 10
- **Paris MoU Training Regime**
  - No requirement to attend
- Authorised by the Member State
- No Revalidation

#### **The Previous Training Regime**

##### **Details of the Paris MoU Training Regime**

- Surveyors Seminar to Train the Trainer
- Expert Trainings
  - on Human Element or Safety and Environment
- Specialist Training
  - on certain ship types
- Some Distance Learning Modules
  - ILO, STCW, ISM and Human Element
- No Overall Training Policy except Train the Trainer as a concept

### So, one of the results was...

- From January 2005 to June 2005,  
**82** ships detained  
after an initial inspection
- From January 2006 to June 2006  
**64** ships detained  
after an initial inspection



### The Need to Change

- Increase in Members
  - The increase from 14 to 27 members
  - Now over 1,100 PSCO in the Paris MOU Region
- Harmonisation
  - Harmonised inspection regime across the regime
  - With some many PSCO difficult to achieve
- New Requirements
  - WBM, AFS and MLC2006
  - Difficult to train the trainer and expect them to pass it on to all the other PSCO

### Need to Change

- Higher Expectation of the Industry
    - Effect of information on flag, class, owners etc
    - Banning of ships greatest effect
  - Main future changes to prepare
    - New Inspection Regime (recast Directive)
    - New Information System (Thetis)
- So THE LEVEL OF PROFESSIONAL COMPETENCY  
IN THE PARIS MOU HAVE TO BE HARMONISED

### The "New Training Regime"

- Decided in May 2006 at PSCC41 at Nantes
- Build on the Existing Regime
- Split between New Entrant and 'already authorised'
- Affordable
- Some parts Compulsory
- Auditable
- Ongoing training : a part of the training regime
- Revalidation introduced
- Developed and approved by ParisMoU, EMSA/EC is one member of TF34, with BEL, CAN, DEN, FRA, GER, GRE, IRE, ITA, NET, NOR, SPA, UK.
- **Responsibility of MS**

### And the number of detention...

- From January 2007 to June 2007,

**78** ships detained after an initial inspection



### NTR - New Entrants

- Common System of Training, including
  - National Training programme with a Common Syllabus of Competency (SoC)
  - EMSA/PMoU New Entrant Seminars – **compulsory**
  - Minimum Number of Supervised Inspection **compulsory**
  - Assessment by the Member States
- Authorisation by the Member States



### NTR - New Entrants

- Common Syllabus
  - To cover all Relevant Instruments: Solas, Marpol, STCW, Loadline, Col Regs, ILO, Tonnage, CLC and AFS
  - Distance Learning Modules (DLM) to cover all of these Instruments plus
  - DLM on Procedures, including Detentions and Banning
  - DLMs on ILO, ISM, STCW and the Human Element
  - Means to Measure Competency (Know of, Understand, Be able to apply)

### NTR – New Entrants

- New Entrants Seminar
  - **Compulsory** for all new PSCO
    - Within 3 years of starting with a window of 12 months
  - Organised by EMSA with the active cooperation of Paris MOU
  - Organised every year for up to 50 PSCO's
  - Concentrates on Procedures
  - Certificate of Attendance Issued

## NTR - New Entrants

- Minimum Number of Supervised Inspections
  - Agreed at **25** at PSCC 40
  - In Special Circumstances could be reduced to 15 but Member need to record circumstances and justification
    - Circumstances beyond the control of the responsible administration and which make unreasonable for a NE to reach the minimum number of supervised inspections
    - Can only be applied to a maximum of 15% PSCOs employed by the MS
    - Can NOT be used to justify a NE failing to reach the minimum number of inspections if either of the following conditions apply
      - The NE is employed in an office with more than 30 foreign ship calls per year which are eligible for an inspection
      - It is reasonable for a NE to travel to another office to carry out a supervised inspection
  - Minimum 1 More Detailed Inspection and 1 Expanded Inspection

## NTR – Professional Development Scheme

- Professional Development Scheme ('Authorised PSCo')
  - Need to gain a number of points over 5 years
  - Agreed at **30** points at PSCC40
  - Points are gained for
    - Carrying out PSC Inspection - **compulsory**
    - Completion of DLM on Procedure - **compulsory**
    - Attending Training Course, both EMSA/Paris MoU, Paris MoU and National Seminars
    - Undertaking DLM's
  - Can not achieve 30 points without a minimum number of Inspections per year

## NTR - PDS

- Number of Inspection per Year;
  - 10 inspections per year – 5 points
  - 25 inspections per year – 10 points
  - 40 inspections per year – 20 points
- Completion of DLM on Procedures – 5 points
- Attendance Seminars etc.
  - EMSA/Paris MOU Seminar – 10 points
  - All other training seminars – 5 points
- If 30 points are gained then Member States can re-validate
- All Revalidations to be Auditable

## NTR – Common Assessment of Competency

- If PDS not achieved, a CAC shall be completed
- Content:
  - National Training Program, including SoC for NE
  - 15 supervised inspections, including 1 MD and 1 EI
  - Participation in the EMSA/ParisMoU Refresher Seminar
  - 6 DLM's (2 on Human Element, 1 on Procedures and 3 on Relevant Instruments)
  - Discussion on the written assessments of the DLM's with the supervisor or equivalent
  - A concluding interview with the PSC supervisor
- Then the Administration may (re)validate the surveyor as PSCO

### What's about the detentions?

- From January 2008 to June 2008,

**26** ships detained  
after  
an initial inspection

????



### 2007–2008 EMSA-ParisMoU Seminars

- Rollout of the New Regime started 01/01/2008
- PSCO who attended EMSA/Paris MOU Seminars in 2007 given Certificates of Attendance which will count towards the 30 points for revalidation.
- 150 PSCO trained in 2007 (Oslo, London, Estorilx2) (about 210000€ by EMSA)
- 200 PSCO for 2008 (Lisbon) (about 310000€ by EMSA)
- Very good feedback from participants
- MS will be invited to evaluate the EMSA/PMOU Seminars (requested during PSCC41)+estimate the number of PSCO they will nominate to EMSA/ParisMoU seminars next years.

### Next years for EMSA

- 200 to 250 PSCO per year
- Continue to up-date the seminars to reflect changing practises
- Delivery of DLP3 by the end of 2009
- Maintenance of RULE CHECK
- Start to develop new DLM to cover BWM, AFS and MLC2006 from 2010
- Start to develop specific trainings fro NIR and Thetis
- Up-date existing DLM as required from 2009
- Evaluation of the PSC Training Regime (within the ParisMoU)
- Cooperation with CNTA for other trainings needed by some PSCO (especially conventions and codes)

### And what's about the ships to be detained?

If I forgot to say it before, it's time now!

**A ship should not be detained  
after an Initial Inspection!**

## **EMSA – The New Training Regime**

- All information on [www.parismou.org](http://www.parismou.org), or contact the PSC Coordinator or EMSA
- Thank you
- Any Questions?