



Svalbard - Longyearbyen

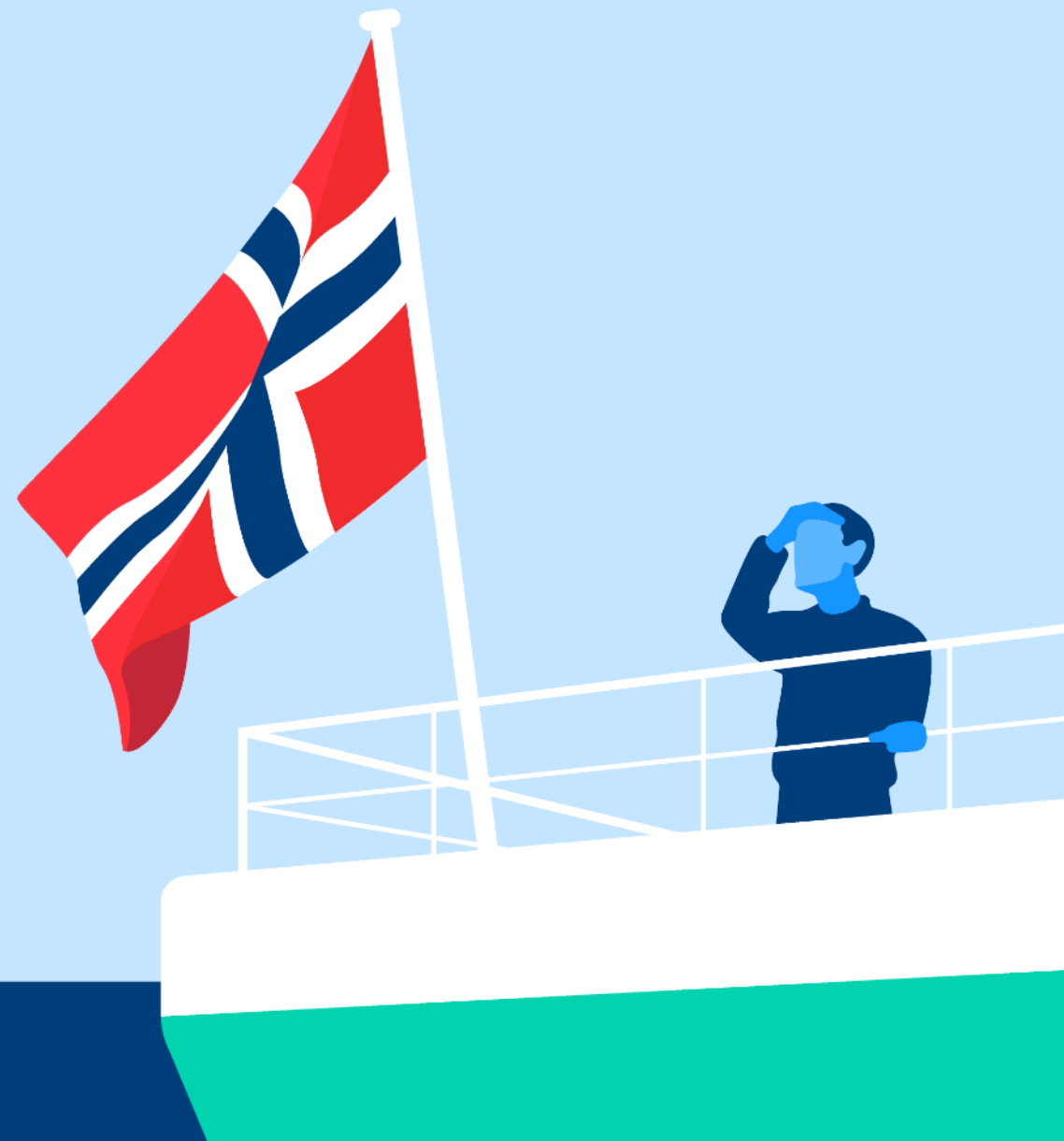
Unannounced inspection 2023

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Previous stay in Svalbard :

2022, 2021, 2019, 2018 og 2017



- **The Norwegian Maritime Authority is responsible for inspection of all Norwegian and foreign vessels calling at a Norwegian port, including Svalbard.**

We will be located in Longyearbyen in the summer of 2023 from (week 19) - 8 May to (week 34) - 25 August to week 34 - a few more weeks than last year.

Surveyors:

***** week 19-20**

Jon Bjarne Mårstøl week 21-22 mobil - 95905633 JBMA@sdir.no

Inge Gjerdevik uke week 23-24 mobil - 95196413 IGJ@sdir.no

Sveinung Andersen week 25-26 mobil 95196377 SAN@sdir.no

Reginald Stuart Johnsen week 27-28 mobil 91739765 RSJO@sdir.no

Hans Petter Sandseth week 29-30 mobil 95196400 HSA@sdir.no

***** week 31-32**

Karstein Skogheim week 33-34 mobil 41554339 KSK@sdir.no

Experience 2022

In the last summer season 2022, many deficiencies were found at the inspection. Some of the deficiencies on some ships were so serious that it led to several detention. The standard on some ships was medium or low – “sub standard” ships.

We also inspected ship that had grounded and caused oil spill and pollution by leaking oil into sea.

Challenges

A number of older ships call in and sail around Svalbard in summer season. They are originally built as cargo vessels - then converted to carry up to 12 passengers. Some of them are ships that have been converted into passenger ships and carry more than 12 passengers.

The standard of these ships can be low or poor. This was also the case on some of the smaller, older passenger vessels - which also led to a great many deficiencies and detentions.

Unannounced inspection

The Norwegian Maritime Authority will mainly carry out unannounced inspections of Norwegian and foreign vessels in port of Longyearbyen. Requested inspections will not be carried out (Certificate renewals, etc.)

- Port State Control is carried out according to priority - PI must be inspected - but PII can also be inspected. PI/PII are the priorities in EMSA's port state control regime (Paris MOU)

Norway is one of 27 member states and is responsible for inspecting foreign ships calling at a Norwegian port

- Sulfur inspections - Sulfur - 0.1% Vol - is a requirement for vessels in port of Longyearbyen - (EU directive) Outside port area N for 62 degrees of latitude - Sulfur 0.5% Vol is permitted.
- Waste inspections (Message from SafeSeaNet (SSN) regarding Garbage report) (EU directive) Example that "waste report" has NOT been entered in SafeSeaNet - and that a "warning" is automatically given in SSN to vessel, agent or the person responsible for enter a message. .

Regulations on port state control - FOR- 2014-11-24-1458

The regulation applies to the following foreign ships in commercial activities:

- Cargo ship (Over 500 gross tons)Passasjerskip
- Mobile offshore units
- Foreign fishing vessels

Regulation on vessels of less than 24 meters that carry 12 passengers or less – "12 pax regulation"

The NMA will also carry out - Unannounced Inspections on Norwegian and foreign vessels that are not passenger vessels, but carry up to 12 passengers. (Smaller Ships without trading certificates)

The company must register information about operations in accordance with the "12 pax regulation" with the Norwegian Maritime Authority before the passenger transport starts. The company must confirm that the requirements in these regulations have been reviewed and met. The registration is valid for one year and must be renewed as long as the vessel is in operation according to these regulations.



Norwegian passenger ships

Other Norwegian vessels with a passenger certificate and which have been granted a trading permit from the mainland to Longyearbyen in order to operate on a regular basis will be inspected in the same way as the other ships.

Notification and reporting of accidents

Notification means verbal notification without undue delay.

Accidents related to the operation of vessels must be notified and reported to the Norwegian Maritime Authority or other relevant body.

If assistance is needed (evacuation, rescue etc.) or there is a risk of an oil spill, the message is given to the main rescue center or coastal radio station. The main rescue center will report to other agencies (the Coastal Administration, the Norwegian Maritime Authority and the Governor of Svalbard)

A written report must be submitted to the Norwegian Maritime Authority within 72 hours

Thank you for your attention!