



Luxembourg, 2 September 2014

**Circular CAM 05/2014**

O/Ref. : VS/106028

Subject: **SeaSafe<sup>®</sup> Program.**

To : All Accredited Shipping Managers, ship owners, ship operators, designated persons ashore and Masters of Luxembourg flagged ships.

The Commissariat aux Affaires Maritimes (CAM), in close collaboration with SeaNet Maritime Services SARL in Luxembourg, is currently in the process of implementing SeaSafe<sup>®</sup>, a state-of-the-art and comprehensive screening program applicable to all ships flying the Luxembourg flag.

SeaSafe<sup>®</sup> is basically a Decision Supporting System (DSS). It was primarily developed to enhance Luxembourg's ranking among the safest and most efficient ship registries in the world.

The main goal of SeaSafe<sup>®</sup> is to ensure compliance with the European Union (EU) and international requirements governing safety, security and protection of the environment, as well as to contribute in a pro-active way for a positive outcome of a Port State Control (PSC) inspection.

SeaSafe<sup>®</sup> will take advantage of the Advance Notice of Arrival (ANoA) messages sent out by ships to proactively identify and communicate with ship owners and/or ship operators, who may be in need of compliance assistance.

Specific notification zones have been established worldwide around several PSC hot spots, such as, the European Union, Australia, China and USA, to name but a few. Ships entering these zones will be identified by means of tracking their geographical location, above all through AIS-Satellite.

When a ship enters a notification zone, SeaSafe<sup>®</sup> will automatically conduct a risk analysis in order to determine the probability of a PSC boarding. The evaluation model in place takes into account the unique criteria of each ship, i.e. her age, the vessel's type, PSC historical data, etc...

Should a PSC inspection be most likely to occur, SeaSafe<sup>®</sup> will automatically provide ship owners and/or ship operators with specific information related thereto. The documentation will include PSC Guidelines for Masters and a pre-arrival checklist highlighting the most common deficiencies which resulted in detentions by Port State Control Officers (PSCO's) in that zone of the globe.

Additional information regarding Concentrated Inspection Campaigns (CICs) carried out by different Memorandums of Understanding (MoUs) on PSC will also be included and forwarded, whenever applicable.

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A new email address has now been set-up by the CAM for future communication with SeaSafe<sup>©</sup>: [protrack-safety@maritime.lu](mailto:protrack-safety@maritime.lu)

Ship owners and/or ship operators should ensure that their Designated Persons Ashore (DPAs) and Masters carefully review both the PSC Guidelines and the pre-arrival checklist, given the fact that these documents can be updated from time to time.

The pre-arrival checklist should be completed by the Master, reviewed by the DPA and returned to this maritime administration, prior to the ship's arrival in port. The following action(s) may be taken based on the pre-arrival checklist:

- If a minor deficiency is spotted and additional time is needed to go ahead with a corrective action, then the Administration may provide for a derogation with temporary measures and valid for a short period of time;
- If a major defect is identified, then the Administration may recommend the ship owner, the ship operator, DPA or the Master to inform the PSC directly of the problem and of any corrective action taken in order to avoid a PSC detention;
- If SeaSafe<sup>©</sup> determines that the outcome of a PSC inspection is most likely to result in the detention of the ship, then an ad-hoc Flag Safety Inspection (FSI) may be required to facilitate the PSC inspection. This action will clearly show that the company and the Administration are closely working together with a view to assure compliance.

The cooperation of all (ship owners, ship operators, DPA's and Masters) is essential to ensure the future success of the SeaSafe<sup>©</sup> program. In summary, the following actions should be taken:

- ✓ Ensure that messages from [protrack@maritime.lu](mailto:protrack@maritime.lu) and [protrack-safety@maritime.lu](mailto:protrack-safety@maritime.lu) are not blocked as junk or spam emails.
- ✓ Ensure that messages from [protrack@maritime.lu](mailto:protrack@maritime.lu) are forwarded to the Master and DPA so they may:
  - Apply for a Flag State Inspection when so notified
  - Request a pre-arrival checklist.
- ✓ Ensure that the Master completes and returns the pre-arrival checklist back to this Administration as soon as possible.
- ✓ Ensure a timely follow-up with any recommendation this Administration may provide.

You are kindly requested to ensure adequate dissemination of this information within your company and to the relevant Luxembourg flagged vessels.



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for maritime affairs