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PORT STATE CONTROL

GENERAL

Port State Control (PSC) is the inspection of foreign vessels in national ports to verify that the vessel’s condition and its equipment comply with international conventions and that the ship is manned and operated in compliance with the appropriate international laws. The primary responsibility is to ensure that a vessel maintains a standard that is at least equivalent to what is specified in international conventions and this rests with the Flag State. If all Flag States performed their duties satisfactorily there would be no need for Port State control. But, this is not the case as proved by the number of marine accidents that occur around the world, hence the need for additional control.

The authority that exercises PSC is the national law based on relevant conventions. As a result, it is necessary for a Port State to be aware of these conventions and to enact the necessary legislation before exercising PSC. In accordance with the provisions of the applicable conventions, Parties may inspect foreign vessels in port, this would be carried out by Port State Control Officers (PSCO).

SELECTIONS OF VESSELS FOR INSPECTION

A number of vessels are inspected daily due to: the Party’s initiative, the request of or on the basis of information about a vessel from another party, information regarding a ship provided by a crew member, a professional body, association, trade union or any other individual with an interest in the vessel’s safety, its crew and passengers or the protection of the marine environment. In any case, foreign ships are subject to Port State control, including boarding, inspection, remedial action and possible detention by the officers who are authorised by the Port State. The vessel should not be unduly detained or delayed where possible. If a ship is unduly detained or delayed, it should be entitled to compensation for any loss or damage suffered.

PROVISIONS FOR PORT STATE CONTROL RELEVANT INSTRUMENTS

The IMO convention places responsibility for technical and environmentally safe ships primarily on the Flag State. The following conventions are instrumental for the application of PSC:

- SOLAS 74, regulation I/19, regulation IX/6 and regulation XI/4
- LOADLINES 66, article 21
- MARPOL 73/78, articles 5 and 6, regulation 8/A of Annex 1, regulation 15 of Annex II, regulation 8 of Annex III and regulation I/4
- STCW/78, article X and regulation I/4
- TONNAGE 69, article 12
- COLREG 72
- ILO 147.

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA 1974 (SOLAS 74)

The SOLAS Convention is the basic international instrument that deals with maritime safety. The main objective is to specify the minimum safety standards for construction, equipment and operation of vessels.
Flag States are responsible for ensuring that a vessel under their flag must comply with its requirements; for this purpose, there are a number of certificates in the Convention that prove this has been done. Control provisions allow Contracting Governments to inspect vessels of other Contracting States if there are “clear grounds” that the vessel and its equipment do not comply with the conventions requirements. The SOLAS Convention is kept up to date through amendments which are adopted regularly. It contains the following chapters:

- CHAPTER I: General Provisions
- CHAPTER II-1: Construction-Structure, subdivision and stability, machinery and electrical installations
- CHAPTER II-2: Construction-Fire protection, detection and extinction
- CHAPTER III: Life-saving appliances and arrangements
- CHAPTER IV: Radio-communications
- CHAPTER V: Safety of Navigation
- CHAPTER VI: Carriage of cargoes
- CHAPTER VII: Carriage of dangerous goods
- CHAPTER VIII: Nuclear ships
- CHAPTER IX: Management for the safe operation of ships
- CHAPTER X: Safety measures for high-speed craft
- CHAPTER XI: Special measures to enhance maritime safety
- CHAPTER XII: Additional safety measures for bulk carriers.

Application

The Convention applies to all passenger ships and cargo vessels of 500 GT and over on an international voyage, unless otherwise stated in the Convention. SOLAS generally does not apply to: warships and cargo ships of less than 500 GT, ships not propelled mechanically, wooden ships of a primitive build, pleasure yachts not engaged in trade and fishing vessels.

Control regulations

The control procedures in regulation 19 of SOLAS Chapter 1 are primarily designed to allow PSCO’s to ensure that foreign vessels calling at their ports have valid certificates. This condition is in most cases sufficient proof that the vessel complies with the Conventions regulations. The PSCO can take further action if there are clear grounds that the condition of the vessel or its equipment do not coincide with the particulars of any certificates.

The PSCO can ensure that a vessel does not sail until it can do so safely without endangering passengers, crew or the vessel itself. If such action is taken, the Flag State must be informed of the circumstances and the IMO must be made aware of the facts.

Regulation 6 of chapter IX relates to PSC on operational requirements with regards to the ISM Code, in particular that the Ship’s Safety Management System is functioning correctly. Operational requirements of PSC are described in regulation 4 of chapter XI.

INTERNATIONAL CONVENTION ON LOAD LINE 1966 (L L 66)

The Convention outlines the draught limitations of vessels being loaded for international voyages; consequently the freeboards should ensure adequate stability and excessive stress on the ship’s hull due to overloading. It also
Port State Control deals with the external weathertight and watertight integrity and provisions are made to determine the tankers freeboard by subdivision and damage stability calculations.

The regulations take account of potential hazards present in different zones and seasons. The technical annex contains additional safety measures concerning doors, freeing ports, hatchways and other items. The main purpose of these measures is to ensure the watertight integrity of the vessel's hulls below the freeboard deck.

All assigned load lines must be marked amidships on each side of the vessel, along with the deck line. Ships intended to carry timber deck cargo are assigned a smaller freeboard as the deck cargo provides protection against the impact of waves.

Application

The convention applies to all vessels engaged in international voyages, with the exception of warships, new ships less than 24 m in length, existing ships less than 150 GT, pleasure yachts not engaged in trade and fishing vessels.

Control regulations

According to article 21 of the Convention ships holding a certificate issued under article 16 or 17 are subject, when in a port of another Contracting Government, to being controlled by PSCO’s.

Four regulations are provided in different annexes authorising parties to control operational requirements.

INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS (MARPOL 1973/78)

The MARPOL Convention covers all the technical aspects of pollution from ships, except for the disposal of waste into the sea by dumping. It applies to ships of all types, although it does not apply to pollution arising from the exploration and exploitation of seabed mineral resources. The Convention has two Protocols that deal with reports on incidents involving harmful substances and arbitration and six Annexes which contain regulations for the prevention of various forms of pollution:

Annex I Regulations for the Prevention of Pollution by Oil (entered into force 2 October 1983)

It deals with the prevention of pollution by oil from operational measures as well as from accidental discharges. The 1992 amendments to Annex I made it mandatory for new oil tankers to have double hulls and brought in a phase-in schedule for existing tankers to fit double hulls, which was subsequently revised in 2001 and 2003.

Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk (entered into force 2 October 1983)

It details the discharge criteria and measures for the control of pollution by noxious liquid substances carried in bulk.

Some 250 substances were evaluated and included in the list appended to the Convention. The discharge of their residues is allowed only to reception facilities until certain concentrations and conditions (which vary with the category of substances) are complied with.

In any case, no discharge of residues containing noxious substances is permitted within 12 miles of the nearest land. More stringent restrictions applied to the Baltic and Black Sea areas.
Annex III Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form (entered into force 1 July 1992)

It contains general requirements for the issuing of detailed standards on packing, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications for preventing pollution by harmful substances. The International Maritime Dangerous Goods (IMDG) Code has, since 1991, included marine pollutants.


It contains the requirements to control pollution of the sea by sewage.

Annex V Prevention of Pollution by Garbage from Ships (entered into force 31 December 1988)

This deals with different types of garbage and specifies the distances from land and the manner in which they may be disposed of. The requirements are much stricter in a number of “special areas” but perhaps the most important feature of the Annex is the complete ban imposed on the dumping into the sea of all forms of plastic.

Annex VI Prevention of Air Pollution from Ships (entered into force 19 May 2005)

The regulations in this annex set limits on sulphur oxide and nitrogen oxide emissions from ship exhausts as well as particulate matter and prohibit deliberate emissions of ozone depleting substances. Emission control areas set more stringent standards.

Application

The Convention applies to all types of ships, including fixed or floating platforms operating in the marine environment, except for warships, naval auxiliary or other ships owned or operated by a state and used only on government non-commercial service.

Control regulation

Article 5 authorises parties to verify that valid certificates exist while the ship is in port or an offshore terminal under the jurisdiction of that party.

Article 6 allows inspections to be carried out to verify whether a vessel has discharged any harmful substances in violation of the Convention.

There are four regulations in different annexes authorising parties to control operational requirements.

a) Regulation 8A of Annex I regarding shipboard procedures relating to the prevention of pollution by oil.

b) Regulation 15 of Annex II regarding procedures relating to the prevention of pollution by noxious liquid substances.

c) Regulation 8 of Annex III regarding procedures relating to the prevention of pollution by harmful substances.

d) Regulation 8 of Annex V regarding procedures relating to the prevention of pollution by garbage.

INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978 (STCW 78)

The Convention establishes basic requirements for training, certification and watchkeeping for seafarers on an international level. It contains extensive certification and qualification requirements, including a syllabus and sea time for senior officers in charge of watches on the deck, engine and radio departments and also for ratings who form part of the watch. All
such seafarers are required to have a certificate that is uniformly endorsed.

The Convention also specifies that basic principles must be observed to keep deck and engine watches and special requirements for personnel on oil, chemical and liquefied gas tankers.

Application

The Convention applies to seafarers who are serving on board seagoing vessels, apart from those serving on board warships, fishing vessels, pleasure yachts that are not engaged in trade and wooden ships of a primitive build.

Control Regulation

Article X contains the control regulation, it states that the PSCO has the right to verify that all seafarers serving on board hold the appropriate certificate of competency as required by the Convention.

INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS, 1969 (TONNAGE 69)

The Convention establishes uniform principles and rules with regard to determining the tonnage of vessels engaged in international voyages.

Application

The Convention applies to all vessels engaged in international voyages with the exception of warships and ships less than 24 m in length.

Control regulation

Article 12 contains provisions for the verification of the Tonnage Certificate. Although the Convention is not specifically a “safety convention”, the tonnage is important in helping to determine which conventions apply to a specific ship. The latest revision of resolution A.787(19) on Procedures for Port State Control added guidelines for PSC under Tonnage Convention.

PROVISIONS ON ILO INSTRUMENTS

If a port State exercises port State control based on ILO Convention No 147, “Merchant Shipping (Minimum Standards) Conventions, 1976”, there is guidance on the conduct of these control inspections in the ILO publication “Inspection of Labour Conditions on board Ships: Guidelines for Procedures”.

Using their professional judgment, PSCO’s should determine whether a hazardous condition on board warrants detaining a ship until the situation is corrected or whether to allow it to sail with certain deficiencies which are not hazardous to the ship’s safety or the safety and health of the crew. In the first case, the Port State authorities should notify the Flag State as soon as possible, through the nearest maritime, consular or diplomatic representative of the action taken and, if possible, have a representative present.

SHIPS OF NON-PARTIES

Port State control is based on the principle that the port State recognise international certificates issued by or on behalf of the flag State. It must be understood that this recognition is a privilege that is only extended to Parties to conventions. Non parties can not issue these certificates, although the Administration of non Party State can issue or authorise a certificate of compliance being issued, with the relevant provision of the conventions.

The ratification of conventions is a continuous process and Port States must keep themselves informed about the countries that have Parties to the various conventions. This information is issued by the IMO Secretariat through
circulars. A number of conventions (SOLAS Protocol 78, Article II(3), MARPOL 73/78, article 5(4) and STCW 78, article X(5) establish that favourable treatment is not given to vessels from countries that are not Party to the relevant Convention.

If this is not the case, the ship is subject to necessary restrictions to obtain a comparable level of safety and protection of the marine environment.

If deficiencies are considered to be hazardous to safety, health or the environment the PSCO will take action, including detention. This will ensure that the deficiencies are rectified or if the ship is allowed to proceed to another port, it does not present a hazard to safety, health or the environment.

**SHIPS BELOW CONVENTION SIZE**

Most maritime conventions have progressive limits of application for each category of ship size. These may be related to tonnage, length or other parameters and also, in certain conventions, the age of the ship and trading area. These application limits not only involve certificates, but also ships and their equipment, in other words no certificate is required in some cases but in other cases a ship may be exempt from design or equipment requirements.

This does not alter the fact that ships should only be allowed to sail if they are safe and environmentally friendly. It is usual for such ships to comply with the Flag States requirements, which may not be known to the PSCO, when judging those ships discretion must be used.

If a relevant instrument is not applicable to a specific ship, the PSCO’s must assess if the vessel is of an acceptable standard regarding safety, health or the environment. In making this assessment the PSCO will take into account factors such as the length and nature of the intended voyage or service, the size and type of ship, the equipment provided and the nature of the cargo.

If deficiencies are considered to be hazardous to safety, health or the environment the PSCO will take action which may include detention. This will ensure that the deficiencies are rectified or if the ship is allowed to proceed to another port, it does not present a hazard to safety, health or the environment.

**REGIONAL COOPERATION ON PSC**

While national Port State control alone increases the safety of vessels and marine environment protection, only a regional approach will ensure that sub standard vessels and sub standard operators have fewer places left to hide.

Unless a regional approach is adopted, operators will divert vessels to ports in the region where less stringent PSC inspections are conducted. This could seriously hamper the economical situation of ports in countries that conduct proper inspections. In order to improve the effectiveness of inspections, many regions of the world have entered into regional agreements on PSC.

These agreements cover the exchange of information about ships, their records and inspection results. This information is important as it allows subsequent ports to target ships that have not recently been inspected. Ships that have been inspected within the previous six months are generally not reinspected unless there are clear grounds to do so.

Another reason for cooperating with other ports in the region is to ensure
that vessels that have been identified as substandard are effectively monitored. This particularly applies to ships that have been allowed to sail with certain minor deficiencies on the condition that these are rectified in the next port of call. Such vessels can only be monitored by a constant exchange of information between ports.

The most important benefit from cooperation is to ensure that Port State inspections are uniformly carried out in all countries. Similar standards should be applied regarding vessel detention and the training standards of PSCO’s.

To achieve this it is common practice for existing agreements to conduct joint seminars for PSCO’s so that procedures can be agreed.

**REGIONAL AGREEMENTS ON PSC**

At present there are seven regional PSC agreements in operation, listed in chronological order they are:

- The Paris MOU, adopted in Paris on 1 July 1982. It has 18 members (Belgium, Canada, Croatia, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Netherlands, Norway, Poland, Portugal, Russian Federation, Spain, Sweden and UK)
- The Acuerdo de Vina del Mar (Latin-America Agreement), signed in Vina del Mar (Chile) on 5 November 1992 and has the following member states: Argentina, Bolivia, Brazil, Chile, Colombia, Cuba, Ecuador, Mexico, Panama, Peru, Uruguay and Venezuela
- The MOU in the Asia-Pacific Region (Tokyo MOU), signed in Tokyo on 2 December 1993 and has the following members: Australia, Canada, China, Fiji, Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papa New Guinea, Philippines, Russian Federation, Singapore, Solomon Islands, Thailand, Vanuatu, Viet Nam and Hong Kong
- The MOU in the Caribbean Region (Caribbean MOU), signed in Christchurch (Barbados) on 9 February 1996 whose members are: Antigua and Barbuda, Aruba, Bahamas, Barbados, Bermuda, British Virgin Islands, Cayman Islands, Dominica, Grenada, Guyana, Jamaica, Montserrat, Netherlands Antilles, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands
- The MOU in the Mediterranean Region (Mediterranean MOU), signed in Valletta (Malta) on 11 July 1997 with the following members: Algeria, Cyprus, Egypt, Israel, Jordan, Malta, Lebanon, Morocco, Tunisia, Turkey and the Palestine Authority
- The Indian Ocean MOU, signed in Pretoria (South Africa) on 5 June 1998 by the following states: Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania and Yemen
- The MOU for West and Central African Region (Abuja MOU), signed in Abuja (Nigeria) on 22 October 1999 whose members are: Benin, Cape Verde, Congo, Cote d’Ivoire, Gabon, Gambia, Ghana, Guinea, Liberia, Mauritania, Namibia, Nigeria, Senegal, Sierra Leone, South Africa, Togo.

Two more regional agreements are currently under development, one for the Persian Gulf region (comprising of Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates).
and the other for the Black Sea Area (including Bulgaria, Georgia, Romania, the Russian Federation, Turkey and Ukraine).

**SELECTION OF SHIPS FOR INSPECTION**

Every day a number of vessels are selected for a Port State control inspection in various regions. To aid with this selection, PSCO’s consult the MOU’s central computer data base for data on ship particulars and for previous inspection reports that were carried out in each region. If a vessel was inspected within MOU’s region during the previous six months and was found to comply, the vessel will in principle be exempt from any further inspections, unless there are clear grounds to warrant further investigations.

**Priority inspections**

The following ships will be considered as an overriding priority for inspection:

- Ships which have been reported by pilots or the Port Authorities
- Ships carrying dangerous or polluting goods and have failed to report the relevant information concerning the ship’s particulars, movement and about the dangerous or polluting goods being carried, to the competent authority of the port and coastal State
- Ships which have been the subject of a report or notification by another Authority
- Ships that have been the subject of a report or complaint by the Master, crew member or any other person or organisation with a legitimate interest in the safe operation of the ship, shipboard living and working conditions or the prevention of pollution, unless the Authority concerned deems the report or complaint to be unfounded. The identity of the person lodging the report or complaint must not be revealed to the Master or shipowner
- Ships which have been:
  a) Involved in a collision, grounding or stranding on their way to the port
  b) accused of an alleged violation of the provisions on discharging harmful substances or effluents
  c) manoeuvred in an erratic or unsafe manner where routing measures, adopted by the IMO or safe navigation practices and procedures were not followed
  d) operated in a way that poses a danger to persons, property or the environment
- Ships which have been suspended or withdrawn from their class for safety reasons in the preceding six months.

In determining the order of priority for inspecting ships, the Authority should take into account the order indicated in the target factor displayed on the Sirenac information system. The following elements are relevant for the targeting factor:

1) Ships visiting a port of a State where the authority is a signatory to the Memorandum, for the first time or after a 12 month or longer absence. If the appropriate data is missing, the Authority will rely on the available Sirenac data and inspect ships that have not been registered in the Sirenac following the entry into force of that database on 1 January 1993.

2) Ships not inspected by any authority within the last six months.

3) Ships whose statutory certificates on the ship’s construction and equipment, that have been issued in accordance
with the Conventions and the classification certificates, have been issued by an organisation which is not recognised by the Authority.

4) Ships flying the flag of a State that appears in the blacklist as published in the annual report of the MOU.

5) Ships that have been allowed by the Authority to leave a port of its State on certain conditions:
   a) deficiency to be rectified before departure
   b) deficiency to be rectified at the next port
   c) deficiencies to be rectified within 14 days
   d) deficiencies for which other conditions have been specified
   e) if the ship action has been taken and all deficiencies have been rectified

6) Ships that have had deficiencies recorded during a previous inspection, according to the number of deficiencies.

7) Ships which have been detained in a previous port.

8) Ships flying the flag of a non Party to a relevant instrument.

9) Ships with a class deficiency ratio that is above average.

10) Ships which are in a category where it has been decided to carry out an expanded inspection.

11) Other ships more than 13 years old.

TYPES OF INSPECTIONS

Port State control visit on board a vessel will normally start, as a minimum, with the examination of the:

- INITIAL: 36 Certificates and Documents (Crew and ship’s condition including the engine room and accommodation should meet international standards)

- DETAILED: In the absence of valid certificates and/or documents or if there are clear grounds that the ship’s condition does not meet international standards

- EXPANDED (once a year):
  a) Passenger ships
  b) Gas and chemical tankers older than 10 years, based on the date of construction indicated in the ship’s safety certificates
  c) Bulk carriers, older than 12 years, based on the date of construction indicated in the ship’s safety certificates
  d) oil tanker, 5 years or less from the date of phasing out in accordance with Regulation 13 G of Annex I to MARPOL 73/78, ie
     - a crude oil tanker of 20000 tonnes deadweight and above or a product carrier of 30000 tonnes deadweight and above, that does not meet the requirements of a new oil tanker as defined in regulation 1 (26) of Annex I to MARPOL 73/78, will be subject to an expanded inspection

20 years after its delivery date as indicated on the Supplement, Form B, to the IOPP Certificate or 25 years after that date if the ship’s wing tank or double-bottom spaces are not used for the carriage of oil meet the requirements of Regulation 13 G(4) of that Annex, unless it has been reconstructed to comply with Regulation 13 F of the same Annex

- as mentioned above if an oil tanker meets the requirements of a new oil tanker as defined in Regulation 1(26) of Annex I to MARPOL 73/78 it will be subject to an expanded inspection

25 years after its date of...
delivery as indicated on the Supplement, Form B, to the IOPP Certificate, unless it complies with or has been reconstructed to comply with Regulation 13 F of that Annex

SUSPENDED: In exceptional circumstances where, as a result of the initial control and more detailed inspection, the overall condition of a vessel and its equipment, taking into account the crew, the living and working conditions, is found to be sub-standard, the authority may suspend an inspection until the responsible parties have taken the necessary steps to ensure that the vessel complies with requirements of the relevant instruments.

LISTS OF CERTIFICATES AND DOCUMENTS

At the initial inspection the PSCO will, as a minimum, examine the following documents:

2. Passenger Ship Safety Certificate
3. Cargo Ship Safety Construction Certificate
4. Cargo Ship Safety Equipment Certificate
5. Cargo Ship Safety Radio Certificate
6. Exemption Certificate and any list of cargoes (as per SOLAS II-2/53.1.3)
7. Cargo Ship Safety Certificate
8. Document of Compliance (SOLAS 74, Regulation II-2/54)
9. Dangerous goods special list or manifest, or detailed stowage plan
10. International Certificate of Fitness for the Carriage of Liquefied gases in Bulk, or the Certificate of Fitness for the Carriage of Liquefied Gases in Bulk, whichever is appropriate
11. International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, whichever is appropriate
12. International Oil Pollution Prevention Certificate (IOPP)
13. International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk
15. International Load Line Exemption Certificate
16. Oil Record Book, part I and II
17. Shipboard Oil Pollution Emergency Plan
18. Cargo Record Book
19. Minimum Safe Manning Document
20. Certificates of Competency, issued in accordance with STCW Convention
21. Medical Certificates (see ILO Convention No 73)
22. Stability Information
23. Safety Management Certificate and copy the Document of Compliance (SOLAS chapter IX)
24. Certificates as to the ship’s hull strength and machinery installations issued by the classification society in question (only to be required if the ship maintains its class with a classification society)
25. Survey Report Files (in case of bulk carriers or oil tankers in accordance with resolution A. 744(18)
26. For Ro-Ro passenger ships, information on the A/A max ratio
27. Document of authorization for the carriage of grain
28. Special Purpose Ship Safety Certificate
29. High-Speed Craft Safety Certificate and Permit to Operate High Speed Craft
30. Mobile Offshore Drilling Unit Safety Certificate
31. For oil tankers, the record of oil discharge monitoring and control system for the last ballast voyage
32. The muster list, fire control plan, and for passenger ships, a damage control plan, a decision-support system for the master (printed emergency plan)
33. Ship’s log book with respect to the records of tests and drills and the log for records of inspection and maintenance of lifesaving appliances and arrangements
34. Reports of previous port state control inspections
35. Cargo Securing Manual
36. For passenger ships, List of operational limitations
37. For passenger ships, a Plan for co-operation with SAR Services
38. Bulk Carrier Booklet (SOLAS chapter VI regulation 7)
39. Loading/Unloading Plan for Bulk carriers
40. Garbage Management Plan
41. Garbage Record Book
42. Certificate of insurance or any other financial security in respect of civil liability for oil pollution damage.

b) Other items related to the safety of life at sea:
   - life saving appliances
   - fire fighting appliances
   - general structural condition (hull, deck, hatch covers etc)
   - main machinery and electrical installations
   - navigational equipment including radio installations.

c) Items related to the prevention of pollution from ships:
   - means for controlling the discharge of oil and oily mixtures
   - means for disposing of oil, oil mixtures or oil residues
   - means for collecting, storing and disposing garbage.

If there are deficiencies that are considered hazardous to safety, health or the environment the PSCO will take action, which may include detention as necessary, to ensure that the deficiency is rectified or that the ship, if allowed to proceed to another port, does not present a hazard to safety, health or the environment.

ITEMS OF GENERAL IMPORTANCE FOR INSPECTION

When carrying out a further inspection the PSCO should pay attention to the following list of items.

a) Watertight items related to the condition of assignment of load lines:
   - weather tight (integrity of exposed decks)
   - hatches and closing apparatus
   - weather tight closure, of openings in superstructures
   - freeing arrangements
   - side outlets
   - ventilators outlets
   - stability information.

b) Other items related to the safety of life at sea:
   - life saving appliances
   - fire fighting appliances
   - general structural condition (hull, deck, hatch covers etc)
   - main machinery and electrical installations
   - navigational equipment including radio installations.

c) Items related to the prevention of pollution from ships:
   - means for controlling the discharge of oil and oily mixtures
   - means for disposing of oil, oil mixtures or oil residues
   - means for collecting, storing and disposing garbage.

If there are deficiencies that are considered hazardous to safety, health or the environment the PSCO will take action, which may include detention as necessary, to ensure that the deficiency is rectified or that the ship, if allowed to proceed to another port, does not present a hazard to safety, health or the environment.

PSC INSPECTION PROCEDURES

A Port State control visit on board a vessel will normally start with, as a minimum the examination of the documents mentioned above.

The PSCO will conduct a general inspection of several areas on board to verify that the overall condition of the vessel (including the machinery spaces and accommodation, also taking into account hygienic conditions) complies with what is required by various certificates.

If valid certificates or documents are not on board or if there are clear grounds to believe that the condition on board a ship, its equipment or crew do not meet the requirements of a relevant
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convention, a more detailed inspection will be carried out.

If the vessel complies, the PSCO will issue a “clean” inspection report to the Master. Data about the ship and the inspection results will be recorded on the MOU’s central computer database.

EXAMPLES OF “CLEAR GROUNDS” FOR A MORE DETAILED OR EXPANDED INSPECTION

For the purpose of control on compliance with on board operational requirements, examples of “clear grounds” include the following:

- the ship has been identified as a priority case for inspection
- when examining the certificates and documents, inaccuracies have been revealed or the documents have not been properly updated
- indications that the relevant crew members are unable to communicate appropriately with others on board or that the ship is unable to communicate with shore based authorities either in a common language or in the language of the authorities
- evidence of cargo and other operations not being conducted safely or in accordance with IMO guidelines
- failure of an oil tanker Master to produce the record of oil discharge monitoring and control system for the last ballast voyage
- absence of an up to date muster list or crew members unaware of their duties in the event of a fire or an order to abandon the vessel
- the emission of false distress alerts not followed by proper cancellation procedures
- the absence of principal equipment or arrangements that are required by the convention
- evidence from the PSCO’s general impressions and observations that serious hull or structural deterioration or deficiencies exist, that may place the structural, watertight or weather tight integrity of the vessel at risk
- excessive unsanitary conditions on board the vessel
- information or evidence that the Master or crew are not familiar with essential shipboard operations that relate to the safety of ships or preventing pollution or that such operations have not been carried out.

MORE DETAILED INSPECTION

PROCEDURES FOR INSPECTING SHIP’S STRUCTURAL AND EQUIPMENT REQUIREMENTS

Structure

The impression of the hull’s maintenance and the general state on deck, the condition of items including ladder ways, guard-rails, pipe coverings and areas of corrosion or pitting will influence the PSCO’s decision as to whether it is necessary to make a full examination of the structure with the vessel afloat. Significant areas of damage, corrosion, pitting of plating and stiffening of the decks and hull that affect the seaworthiness or ability to take loads, may justify detention. It may be necessary for the underwater portion of the ship to be checked. The PSCO must look at the seaworthiness and not the age of the vessel. Particular attention must be paid to the structural integrity and seaworthiness of bulk carriers and oil tankers.

The PSCO’s assessment of the safety of the ships structure will be based on the Survey Report File that is carried on board. This document should contain structural surveys, condition evaluation
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reports (translated into English and endorsed by the flag State), thickness measurement reports and a survey planning document.

If the Survey Report File requires a more detailed inspection of the structure of the vessel, the PSCO should pay special attention to the hull structure, piping systems, pump rooms, cofferdams, pipe tunnels, void spaces within the cargo area and the ballast tanks.

The PSCO must on bulk carriers inspect the hold’s main structures and verify that the bulk carrier loading triangle is permanently marked and that water level alarms are fitted in cargo holds.

Machinery Spaces
PSCO will assess the machinery and electrical installations so that they are able to provide sufficient continuous power for propulsion and auxiliary services.

Frayed or disconnected quick closing valve wires, disconnected or inoperative extended control rods or machinery trip mechanisms, missing valve hand wheels, evidence of chronic steams, water or oil leaks, dirty tank top and bilges or extensive corrosion of machinery foundations are all pointers to an unsatisfactory organisation of the system’s maintenance. If one electrical generator is out of commission, the PSCO will extend the scope of an investigation to other parts, ie circuit breakers.

Life-Saving Appliances
The effectiveness of life-saving appliances relies on good maintenance by the crew and their use in regular drills. Apart from failing to carry equipment as required by a convention or obvious defects such as holed lifeboats, the PSCO will look for signs of disuse or obstruction to survival craft launching equipment. If signs are evident, ie an accumulation of paint or an absence of grease, the PSCO will be justified in making a detailed inspection of all life-saving appliances. This examination may include lowering the survival craft, checking that liferafts have been serviced and any fitted marine evacuation system, check how survivors will be recovered, the number and condition of life jackets and lifebuoys. He will ensure that the pyrotechnics are within their period of validity as well as the provision of working effective over side lighting, a way of alerting the crew and passengers, the provision of illuminated routes to the assembly points and embarkation positions.

Fire Safety
The poor condition of fire and wash deck lines, hydrants and the possible absence of fire hoses and extinguishers in accommodation spaces, may indicate that a close inspection of all fire safety equipment is required.

The PSCO will examine the fire control plan on board to obtain a general picture of the fire safety measures provided on the ship.

The fire could spread more quickly if fire doors are not easy to use, the PSCO will inspect those placed at high risk areas, ie machinery rooms, galleys; particular attention should be given to fire doors that are kept open.

An additional hazard during a fire is smoke spreading through ventilation systems. Therefore, dampers and smoke flaps must be checked. The PSCO will ensure that ventilation fans can be stopped from the master controls and that there are ways to close the main ventilation system inlets and outlets.

Attention will be given to how effective the escape routes are by ensuring that vital doors are not kept locked and that alleyways and stairways are unobstructed.
Regulations for Preventing Collisions at Sea

A vital aspect to ensuring safety at sea is full compliance with COLREG. Based on observations on deck, the PSCO will consider the need for inspecting lanterns and their screening, as well as a way to make distress signals and sound.

Cargo Ship Safety Construction Certificate

The PSCO may consider checking the pumping arrangements, how to shut off air and oil supplies in the event of a fire, alarm systems and emergency power supplies.

Cargo Ship Safety Radio Certificate

Beyond the validity of this certificate and associated Record of Equipment (Form R) the PSCO will ensure that personnel with the appropriate certification are carried for operating and listening periods (see Regulation IV/15 of SOLAS 74). The radio log or radio records may also be examined and, if necessary, operational checks may be carried out.

CRUDE OIL WASHING (COW)

Inspection of COW operations

The PSCO will ensure that COW is performed in line with Regulation 13 of Annex 13 I to MARPOL 73/78. In addition, compliance will be ensured with the operational requirements set out in the revised Specifications for the Design, Operation and Control of COW systems (IMO Resolution A.446), as amended by IMO Resolution 487. This is best done in ports where the cargo is unloaded.

Procedures for in port inspection of COW procedures

Inspections

The inspection may cover the entire operation of COW or certain aspects of it. As a result it is important that the COW ship records are maintained so that a PSCO can verify operations that were undertaken before the inspection.

Ship’s personnel

Those in charge of COW must be identified and able to prove that their qualifications meet the requirements, as appropriate, of 5.2 and 5.3 of the revised Specifications for the Design, Operation and Control of COW Systems (IMO Resolution A.446, as amended by IMO Resolution A.497).

Verification may be accomplished by referring to the individual’s discharge papers, testimonials issued by the ship’s operator or certificates issued by a training centre approved by an Administration. The number of personnel must be at least as stated in the COW Operations and Equipment Manual.

Documentation

The following documents must be available for inspection:

- the IOPP Certificate, Record of Construction and Equipment, to determine if the ship is fitted with a COW system as required in Regulation 13(6) or (8) of Annex I to MARPOL 73/78 and if the COW system is according to the requirements of Regulation 13(B) of Annex I to Marpol 73/78, verify the validity and date of the COW Operations and Equipment Manual and Certificate
- approved COW Operations and Equipment Manual
- Oil Record Book
- Cargo Ship Safety Equipment Certificate confirming that the
inert gas system conforms to the regulations contained in Chapter II-SOLAS 74, as amended.

### Inert Gas System

Inert Gas system regulations require instrumentation to be fitted that continuously indicates and permanently records data when inert gas is supplied. It records the pressure and oxygen content of the gas in the inert gas supply main. If the conditions that are specified in COW Operations and the Equipment Manual are not met the washing must be stopped until the conditions are satisfactorily restored.

As a further measure, the oxygen level in each tank that is to be washed should be determined. The meters used must be calibrated and inspected to ensure they are in good working order. Readings from tanks that have already been washed in port before inspection must be available for checking. Spot checks on readings may be carried out.

### Leakage on deck

The PSCO will ensure that the COW piping system has been operationally tested for leakage before cargo discharge and that the test has been recorded in the ship’s Oil Record Book.

### Wash programmes

Where the tanker is engaged in a multiple port discharge, the Oil Record Book must indicate if tanks were crude oil washed at previous discharge ports or at sea. It must be clear that tanks which will or may be used for ballast on forthcoming voyages are crude oil washed before the ship departs from port.

All crude oil washing must be completed before a ship leaves its final port of discharge.

### Stripping of tanks

The minimum trim conditions and parameters of the operations must be stated in the COW Operations and Equipment Manual.

All tanks which have been crude oil washed must be stripped.

### Ballasting

Tanks that were crude oil washed at sea will be recorded in the Oil Record Book. These tanks must be left empty between discharge ports for inspection at the next discharge port. Tanks that are designated as ballast will be listed in the COW Operations and Equipment Manuals. Methods to avoid vapour emissions when it is required locally will be provided in the COW Operations and Equipment Manual and must be complied with. The PSCO will ensure this compliance.

### Unloading, stripping and pre-wash operations under Annex II to Marpol 73/78

### Documentation

The documentation required for inspection consists of:

- CO Fl or NLS Certificate
- Cargo plan and shipping document
- Procedures and Arrangements Manual
- Cargo Record Book.

### Muster List

The PSCO may determine if crew members are aware of their duties which are indicated in the muster list. He may wish these duties to be exhibited in conspicuous places throughout the ship, including the navigational bridge, engine room and crew accommodation spaces. The PSCO may verify whether:

- The muster list shows the duties that are assigned to different members of the crew
- It specifies which officers are assigned to ensure that life
saving and fire appliances are maintained in good order and are ready for immediate use
- it specifies the substitutes of key personnel if they become disabled, taking into account that different emergencies may call for different actions
- the muster list shows the duties that are assigned to crew members in relation to passengers in an emergency
- the format of the muster list used on passenger vessels is approved and that the list includes translation into the various working languages, if it is not the official language.

The PSCO may determine if the duties that are assigned to crew members who are manning survival craft are in accordance with the regulations and also that a deck officer or certificated person is in charge of each survival craft. However, the Flag State Administration may allow personnel practised in handling and operating liferafts to be placed in charge of liferafts in lieu of qualified personnel. The PSCO may determine whether crew members are familiar with the duties assigned to them in the muster list and that they are aware of what duties are to be carried out.

Communication
The PSCO may wish to determine if key crew members are able to communicate with each other and passengers, so that the safe operation of the ship is not impaired, especially in an emergency situation.

The PSCO may ask the Master which languages are used as the working languages and verify that these languages have been recorded in the logbook. The PSCO may ensure that key crew members can understand each other. Crew members that are assigned to assist passengers must be able to give the necessary information to the passengers in case of an emergency.

Search and Rescue Plan
For passenger ships trading on fixed routes, the PSCO may verify that there is an approved plan for cooperation with the appropriate search and rescue services in case of an emergency on board.

Emergency training and drills
The PSCO will check the on board training, examining the dates and details of the muster recorded in logbooks as prescribed by the Administration. After witnessing a fire and abandon ship drill the PSCO will ensure that crew members are familiar with their duties and the proper use of the ship’s installations and equipment.

Fire drills
The PSCO may wish to witness a fire drill carried out by the crew who are assigned to these duties on the muster list. After consultation with the Master, several locations on the vessel may be selected for a simulated fire. A crew member may be sent to the location to activate a fire alarm system or raise an alarm by another means.

The PSCO at the location can describe fire indicators to the crew member and observe how the fire is reported to the bridge or damage control centre. Most ships will then sound the crew alarm to summon the firefighting parties to their stations. The PSCO will observe the firefighting party arriving on the scene, breaking out their equipment and fighting the simulated fire. Team leaders must be able to give orders to their crew and pass information back to the bridge or damage control centre on the conditions. The fire fighting crews will be observed for correctly putting on and using their equipment. The PSCO will make sure that all the gear is complete. Crew response to personnel injuries can be checked by selecting a crew member to be a simulated
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Crew members assigned to other fire drill duties, such as manning the emergency generators, CO₂ room, sprinkler and emergency fire pumps, must also be involved in the drills. The PSCO may ask these crew members to explain their duties and, if possible, demonstrate their familiarity.

On passenger ships, special attention must be paid to the duties of crew members who are assigned to close the manually operated doors and fire dampers. These devices must be operated by responsible personnel in areas of the simulated fire drill. Crew members who are not assigned to a firefighting team are usually assigned to locations in the passenger accommodation to assist in passenger evacuation. These crew members will be asked to explain their duties, what various emergency signals mean and asked to point out the two means of escape from the area and where the passengers are to report. Crew members who are assigned to assist passengers must be able to communicate at least enough information to direct a passenger to the correct muster and embarkation stations.

**Abandon ship drill**

After consultation with the master, the PSCO may require an abandon ship drill to be carried out for one or more survival craft. This is to verify that the survival craft are manned and operated by the crew members who are assigned to them on the muster list. If possible, the rescue boat will be included in this drill.

Chapter III of SOLAS 74 gives specific requirements on abandon ship training and drills, and in particular:

- Summoning of crew to the muster stations with the required alarm, ensuring they are aware of the order to abandon ship as specified in muster list
- Reporting to stations and preparing for the duties described in the muster list
- Checking that crew (and passengers) are suitably dressed
- Checking that life jackets are worn correctly
- Lowering at least one lifeboat after the necessary preparation for launching
- Starting and operating the lifeboat engine
- Operation of the davits used for launching liferafts
- A mock search and rescue of passengers trapped in staterooms
- Instructions in using radio life saving appliances
- Testing emergency lighting for mustering and abandonment
- If the vessel is fitted with marine evacuation systems, practice the procedures required for deployment of these systems up to the point immediately preceding actual deployment.

Each survival craft must be stowed in a state of continuous readiness so that two crew members can carry out preparations for embarking and launching in less than five minutes.

All life boats and davit launched liferafts must be capable of being launched within a 30 minute period on passenger vessels (10 minutes on cargo vessels).

**Damage Control Plan and Shipboard Oil Pollution Emergency Plan (SOPEP)**

The PSCO may determine if there is a damage control plan on a passenger vessel and if the appropriate crew members are familiar with their duties, the correct use of the vessel’s installations and equipment that are used for damage control and pollution emergency purposes.
The PSCO may determine if the ship’s officers are aware of the contents of the damage control booklet which must be available or the damage control plan.

The officers may be asked to explain what action is to be taken in various damage conditions and explain about the boundaries of the watertight compartments, the openings, how to close them, the position of any controls and the arrangement for the correction of any list due to flooding.

Officers must have a sound knowledge of the effect of trim and stability of their ship in case there is any damage and consequent flooding of a compartment and the countermeasures to be taken.

**Fire control plan**

The PSCO may determine if there is a fire control plan or booklet and whether the crew are familiar with the information in this plan or booklet.

The PSCO may verify that the fire control plans are permanently exhibited for the ship’s officers guidance and that they are always updated.

The PSCO may wish to ensure that officers in charge of the ship are familiar with the main structural members that form part of the various fire sections and how the different compartments are accessed.

**Bridge Operation**

The PSCO may determine if the officers in charge of a navigational watch are familiar with the bridge control and navigational equipment, changing the steering from automatic to manual mode and vice versa and the ship’s manoeuvring characteristics.

The officer in charge of a navigational watch must know where and how to operate all the safety and navigational equipment. The officer must also be familiar with procedures which apply to the ship’s navigation in all circumstances and be aware of all the information available.

The PSCO may also verify that officers are familiar with all the information available to them such as the ship’s manoeuvring characteristics, life saving signals, up to date nautical publications, checklists concerning bridge procedures, instructions and manuals.

He may also verify that officers are familiar with procedures such as the periodical tests and checking of equipment, preparations for arrivals and departures, change over of steering modes, signalling communications, manoeuvring, emergencies and log book entries.

The Permit to Operate for High Speed Craft (POHSC) include the limitations of the maximum significant wave height (and wind force for hovercraft) that craft can operate within. When inspecting HSC, the PSCO may verify from the log book and weather records whether these limitations have been respected. The PSCO may find that a voyage was completed when the weather conditions were worse than permitted, a new voyage should not start in such conditions.

Procedures to obtain up to date forecasts every voyage should also be checked.

**Cargo Operation**

The PSCO may determine if the ship’s personnel who are assigned to specific duties relating to the cargo and cargo equipment are familiar with these duties, any dangers posed by the cargo and the measures to be taken in this situation.

The PSCO may wish to confirm that the master has been given the appropriate written information on the precautions for the correct stowage and safe carriage of cargo.
Regarding the carriage of solid bulk cargoes, the PSCO will verify that cargo loading is performed in accordance with the ship’s loading and unloading plan agreed by the ship and terminal, taking into account the information provided by the loading instrument, when it is fitted.

The PSCO may determine whether the responsible crew members are familiar with the relevant provisions of the Code of Safe Practice for Solid Bulk Cargoes, particularly those concerning moisture limits and trimming of the cargo, the Code of Safe Practice for Ships Carrying Timber Deck Cargoes and the Code of Safe Practice for Cargo Stowage and Securing.

Some solid material transported in bulk can present a hazard during transport due to their chemical nature or physical properties. SOLAS regulation VI/2 and Section 2 of the Code of Safe Practice for Solid Bulk Cargoes provides general precautions.

Section 4 of the Code of Safe Practice for Solid Bulk Cargoes contains the obligation imposed on the shipper to provide all the necessary information so that the cargo can be transported safely. The PSCO may determine whether all the relevant information, including test certificates, have been given to the Master by the shipper.

For some cargoes, such as those subject to liquefaction, special precautions are given in section 7 of the Code of Safe Practice for solid Bulk Cargoes. The PSCO may determine whether all the precautions are met, with particular attention to the stability of vessels engaged in transporting cargoes that are subject to liquefaction and solid hazardous waste in bulk.

Officers who are responsible for cargo handling and operation, key crew members of oil tankers, chemical tankers and liquefied gas carriers must be familiar with the cargo and cargo equipment, as well as the safety measures as stipulated in the relevant sections of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and for the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

For carrying grain in bulk, reference is made to part C of Chapter VI of SOLAS 74 and the International Code for the Safe Carriage of Grain in Bulk (IMO Resolution MSC. 23(59)).

The PSCO may determine whether the operations, cargo securing and loading manuals include all the relevant information for safe loading and unloading operations in port as well as the conditions when in transit.

**Operation of the Machinery**

The PSCO may determine if responsible ship’s personnel are familiar with their duties relating to the operation of essential machinery, such as:

- Emergency and standby sources of electrical powers
- auxiliary steering gear
- bilge and fire pumps
- any other equipment that is essential in emergency situations.

The PSCO may verify whether the responsible ship’s personnel are familiar with:

Emergency generator: necessary actions before the engine can be started, different possibilities to start the engine in combination with the source of starting energy and the procedures when the first attempts to start the engine fail.

Stand-by generator engine: possibilities to start the stand-by engine,
automatically or by hand, blackout procedures and load sharing system.

The PSCO may confirm that the responsible ship's personnel are familiar with the type of auxiliary steering gear system which applies to the ship, how it is indicated, which steering gear unit is in operation and what action is needed to bring the auxiliary steering gear into operation.

The PSCO may verify that the responsible ship's personnel are familiar with:

- Bilge pumps: number and location of the bilge pumps installed on board the ship (including emergency bilge pumps), starting procedures for all these bilge pumps, the appropriate valves to operate and the most likely causes of any failures of the bilge pumps operation and their possible remedies.

- Fire pumps: the number and location of the fire pumps installed on board the ship (including emergency fire pumps), the starting procedures of all these pumps and the appropriate valves to operate.

The PSCO may confirm that the responsible ship's personnel are familiar with:

- Starting and maintenance of the lifeboat engine and/or rescue boat engine
- Local control procedures for systems which are normally controlled from the navigating bridge
- Use of the emergency and fully independent sources of electrical power for radio installations
- Maintenance procedures for batteries
- Emergency stops, fire detection system and alarm system operation of watertight and fire doors (stored energy systems)
- Change of control from automatic to manual cooling water and lube oil systems for main auxiliary engines.

### Manuals, Instructions etc

The PSCO may determine if crew members are able to understand the information given in manuals, instructions that are relevant to them for the safe condition and operation of the ship and its equipment; they must also be aware of the requirements for maintenance, periodical testing, training, drills and the recording of log book entries.

The following information must be available on board and the PSCO may determine if it is in the languages that are understood by the crew and whether crew members are aware of the contents and able to respond accordingly:

- Instructions concerning the maintenance and operation of all equipment and installations on board for fighting and containing fire must be kept under one cover in an accessible position
- Clear instructions that are to be followed in an emergency must be given to every person on board
- Decks shall be sequentially numbered. A plan indicating the position on board of escape routes using illustrations and instructions in the appropriate languages must be posted in passenger cabins and be conspicuously displayed at muster stations and other passenger spaces informing passengers of their muster station, the essential action they must take in an emergency and how to put on their life jackets
- Posters and signs must be on or in the vicinity of the survival craft and their launching controls, illustrating the purpose of the controls and the procedure for operating the appliance,
the appropriate instructions or warning should be given

- instructions for the maintenance of on board life saving appliances
- training manuals must be provided in each crew mess room and recreation room or each crew cabin. The training manual, which may include several volumes, must contain instructions and information that is in easily understood and illustrated whenever possible, on the life saving appliances on the ship and the best method for survival

- Shipboard Oil Pollution Emergency Plan in accordance with Regulation 26 of Annex I to MARPOL 73/78
- stability booklet, associated stability plans and stability information.

**Oil and oily mixtures from machinery spaces**

The PSCO may determine if all the operational requirements of Annex I to MARPOL 73/78 have been met, taking into account:

- The quantity of oil residues generated
- the capacity of the sludge and bilge water holding tank
- the capacity of the oil water separator.

The Oil Record Book will be inspected. The PSCO may determine if reception facilities have been used and note any illegal inadequacy of these facilities.

The PSCO may determine if the responsible officer is familiar with handling sludge and bilge water. Relevant items from the guidelines on the systems for handling oily wastes in machinery spaces of ships may be used as guidance.

Taking into account the above, the PSCO may determine if the ullage of the sludge tank is sufficient for the sludge that is expected to be generated during the next voyage.

**Loading, unloading and cleaning procedures for cargo spaces of tankers**

The PSCO may determine if all the operational requirements of Annexes I or II to MARPOL 74/78 have been met, the type of tanker and type of cargo being carried should be taken into account, including inspecting the Oil Record Book and/or Cargo Record Book. The PSCO may determine if the reception facilities have been used and note any inadequacies of these facilities.

When reception facilities in other ports are not used due to inadequacy, the PSCO will advise the Master to report the inadequacy of the reception facility to the ship’s flag State.

When a vessel is allowed to proceed to the next port with residues of noxious liquid substances on board that are in excess of what can be discharged into the sea during the ship’s passage, it must be ascertained that the residues can be received by the next port.

**Dangerous goods and harmful substances in packaged form**

The PSCO may determine if the shipping documents required for carrying dangerous goods and harmful substances in packaged form are provided on board and if the dangerous goods and harmful substances are correctly stowed and segregated. The crew members must be familiar with the essential action to be taken in an emergency involving this type of cargo.

Annex III to MARPOL 73/78 contains the requirements for carrying harmful substances in packaged form which are identified in the International Maritime Dangerous Goods Code (IMDG Code) as marine pollutants. Cargoes that are marine pollutants must be labelled and...
stowed in accordance with Annex III to MARPOL 73/78.

The PSCO may wish to confirm that a Document of Compliance is on board and that the ship’s personnel are familiar with this document. It is provided by the flag State Administration as evidence of compliance of construction and equipment with the requirements.

**Garbage**

The PSCO may wish to determine if all operational requirements of Annex V to MARPOL 73/78 have been met. The PSCO may check if the reception facilities have been used and note any alleged inadequacy of these facilities. The PSCO may wish to determine that:

- Ship’s personnel are aware of these Guidelines, particularly section 3 “Minimizing the amount of potential garbage” and section 4 “Shipboard garbage handling and storage procedures”
- Ship’s personnel are familiar with the disposal and discharge requirements of Annex V to MARPOL 73/78 inside and outside a special area and are aware of the areas determined as special areas under Annex V to MARPOL 73/78
- Ship’s personnel are familiar with the procedures of the garbage management plan for collecting, storing, processing and disposing of garbage and with keeping of the Garbage Record Book.

When reception facilities in other ports have not been used due to inadequacy, the PSCO will advise the Master to report the inadequacy of the reception facility to the ship’s flag State, in conformity with MEPC/Circ 215 of 25 April 1989.

**Manning**

The guiding principles for PSC of the manning of a foreign ship will be to establish conformity with:

- The flag State’s safe manning requirements
- the international provisions as laid in SOLAS 74, STCW 78 and IMO Resolution 4.481(XII)
- the provisions of ILO 147 which refer to the ILO Convention No.53, Articles 3 and 4.

**Manning control**

If a ship is manned in accordance with a safe manning document or an equivalent document is issued by the Flag State, the PSCO will accept that the ship is safely manned, unless the document has been issued without regard to the principles contained in the relevant instruments. In this case the PSCO will act according to the procedures defined below.

If the actual number of crew or their composition does not conform to the manning document, the Port State will request the Flag State for advice as to whether or not the ship should be allowed to sail. If the actual crew number or composition is not brought into line with the safe manning document or the Flag State does not advise the ship to sail, it is possible that the ship may be detained.

If the ship does not carry a safe manning document or the equivalent, the Port State will request the Flag State to specify the required number of crew and its composition to issue a document as quickly as possible.

If the flag State does not respond to the request it will be considered as clear grounds for a more detailed inspection. The ship will only be allowed to proceed to sea if it is safe to do so.
Control under the provisions of STCW 78

The PSCO will check the following items:

- Verification that all seafarers serving on board, who are required to be certificated, hold an appropriate certificate or a valid dispensation
- Verification that the numbers and certificates of the seafarers serving on board conform with the applicable safe manning requirements of the flag State Administration
- Assessment of the seafarers ability to maintain watch keeping standards as required by the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred:
  a) The ship has been involved in a collision, grounding or stranding
  b) There has been a discharge of substances from the ship when underway, at anchor or at berth which is illegal under any international convention
  c) The ship has been manoeuvred in an erratic or unsafe manner
  d) The ship is being operated in such a manner as to pose a danger to persons, property or the environment.

In assessing the watch keeping standards the PSCO may check that watch schedules clearly show rest periods; these must be posted and easily accessible. All personnel who are assigned the duty as officers in charge of a watch or as a rating forming part of a watch must have a minimum of 10 hours rest in any 24 hour period, at least 6 hours must be consecutive. These periods do not need to be maintained if there is an emergency or drill or in any other overriding operational conditions which should be recorded.

Merchant Shipping (Minimum Standards) Convention, 1976 (N. 147)

Inspections on board ships under ILO 147 will relate to:

- The Minimum Age Convention, 1973 (N. 138)
- the Medical Examination (Seafarers) Convention, 1946(Nº 73)
- the Prevention of Accidents (Seafarers) Convention, 1970(Nº 134, Articles 4 and 7)
- the Accommodation of Crew Convention (Revised), 1949 (Nº92)
- the Food and Catering (Ship’s Crews) Convention, 1946(Nº 68, Article 5)

NON- MANDATORY PROCEDURES FOR EXPANDED INSPECTION

The following items may be considered as part of an expanded inspection as necessary.

Ships in general

- Black out and start of emergency generator
- Inspection of emergency lighting
- Operation of emergency fire pump with two fire hoses connected to the fire main line
- Operation of bilge pumps
- Closure of watertight doors
- Lowering of one seaside lifeboat to the water
- Test of remote emergency stop, eg for boilers, ventilation and fuel pumps
- Testing of steering gear including auxiliary steering gear
- Inspection of emergency source of power to radio installations
- Inspection and where possible, test of oily-water separator.
Oil tankers

In addition to the items listed above, the following may also be considered as part of the expanded inspection for oil tankers:

- Fixed deck foam system
- Fire fighting equipment in general
- Inspection of fire dampers to engine room, pump room and accommodation
- Control inert gas pressure and oxygen content
- Check of the Survey Report File (see IMO Resolution A.744(18) to identify possible suspect area requiring inspection.

Bulk carriers

In addition to the items provided for ships in general, the following items may also be considered as part of the expanded inspection for bulk carriers:

- Possible corrosion of deck machinery
- Possible deformation and/or corrosion of hatch covers
- Possible cracks or local corrosion in transverse bulkheads
- Access to cargo holds
- Check the survey Report File (see IMO Resolution A.744(18) to identify any possible suspect areas requiring inspection.

Gas and chemical tankers

In addition to the items listed for ships in general, the following items may also be considered as part of the expanded inspection for gas and chemical tankers:

- Devices used in cargo tanks for monitoring and safety relating to temperature, pressure and ullage
- Oxygen analysing and explosimeter devices, including their calibration
- Availability of chemical detention equipment (bellows) with the appropriate number of suitable gas detection tubes for the specific cargo that is being carried
- Cabin escape sets providing suitable respiratory and eye protection, for every person on board (if required by the products listed in the International Certificate of Fitness or Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or Liquefied Gas in Bulk, as applicable)
- Check that the product being carried is listed in the International Certificate of Fitness or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or Liquefied Gases in Bulk, as applicable
- The fixed fire fighting installations on deck whether foam or dry chemical or as required by the product carried.

Passenger ships

In addition to the items listed for ships in general, the following items may also be considered as part of the expanded inspection for passenger ships:

- Testing the fire detection and alarm system
- Testing proper closing of fire doors
- Test of public address system (P/A)
- Fire drill where, as a minimum, all sets of fireman’s outfits must be demonstrated part of the catering crew should participate
- Demonstration that key crew members are acquainted with the damage control plan.
**RECTIFICATION AND DETECTION**

**Principles governing rectification of deficiencies or detention of a ship**

The PSCO will exercise his professional judgement in determining whether a ship should be detained until the deficiencies are corrected or allow it to sail with certain deficiencies as long as there are no unreasonable dangers to the safety, health or the environment and taking into account the particular circumstances of the intended voyage.

**Detention related to minimum manning standards and certification**

Before detaining a ship due to deficient manning standards and certification, the following must be considered, taking into account the “areas under ILO Conventions”:

- Length and nature of the intended voyage or service
- Whether or not the deficiency poses a danger to ships, persons on board or the environment
- Whether or not appropriate rest periods for the crew can be observed
- Size and type of ship equipment provided
- Nature of cargo.

**Procedures for the detention of ships of all sizes**

These procedures will be used if deficiencies are found during the course of a ship inspection. They are intended as guidance for the PSCO and are not to be considered as a checklist.

**Main criteria**

When exercising his professional judgment as to whether or not a ship should be detained the PSCO will apply the following criteria:

- Timing: ships that are unsafe to proceed to sea will be detained on the first inspection irrespective of the time the ship will stay in port
- Criterion: the ship will be detained if the deficiencies on board are sufficiently serious to merit a PSCO returning to the ship to satisfy himself they have been rectified before the ship sails.
- The necessity for the PSCO to return to the ship classifies the seriousness of the deficiencies. However, this obligation is not always imposed. It is implied that the Authority will verify, preferably by a further visit, that the deficiencies have been rectified before departure.

**Application of main criteria**

When deciding whether the deficiencies found in a ship are serious enough to merit detention the PSCO will assess whether:

- The ship has the relevant and valid documentation
- The ship has the crew that is required in the Minimum Safe Manning Document.

During inspection the PSCO will assess whether the ship and/or the crew is able to:

- Navigate safely throughout the forthcoming voyage
- Safely handle, carry and monitor the condition of the cargo during the forthcoming voyage
- Operate the engine room safely throughout the forthcoming voyage
- Maintain proper propulsion and steering throughout the forthcoming voyage
- Fight fires effectively in any part of the ship if necessary during the voyage
- Abandon ship speedily and safely and carry out a rescue if necessary during the voyage
prevent the environment from being polluted during the forthcoming voyage
maintain adequate stability throughout the forthcoming voyage
maintain adequate watertight integrity throughout the forthcoming voyage
communicate in distress situations if necessary during the forthcoming voyage
provide safe and healthy conditions on board during the voyage.

If the result of any of these assessments is negative and taking into account any deficiencies that have been found, the ship will be strongly considered for detention. Deficiencies of a less serious nature may also warrant a ship’s detention depending on the combination.

Detainable deficiencies
To assist the PSCO in using these procedures a list of deficiencies follows. They are grouped under the relevant Conventions and/or Codes, which are thought to be of a serious enough nature that they may warrant the ship involved being detained. This is not an exhaustive list but is intended to give an exemplification of the relevant items. However, the detainable deficiencies in the area of STCW 78 are the only grounds for detention under this Convention.

General
The lack of valid certificates and documents as required by the relevant instrument.

Area under SOLAS 74 (references are given in brackets)
- Failure of proper operating of propulsion and other essential machinery, as well as electrical installations
- Insufficient cleanliness of engine room, excess amount of oily-water mixtures in bilges, insulation of piping including exhaust pipes in engine room contaminated by oil, improper operation of bilge pumping arrangements
- Failure of proper operation of the main and auxiliary emergency generator, lighting, batteries and switches
- Failure of the proper operation of the main and auxiliary steering gear
- Absence, insufficient capacity or serious deterioration of personal lifesaving appliances, survival craft and launching arrangements
- Absence, non-compliance or substantial deterioration to the extent that it can not comply with its intended use of fire detection system, fire alarms, fire-fighting equipment, fixed fire extinguishing installation, ventilation valves, fire dampers, quick closing devices
- Absence, non-compliance or serious deterioration of lights, shapes or sound signals
- Absence or failure of the proper operation of the radio equipment for distress and safety communication
- Absence or failure of the proper operation of the navigation equipment, taking into account the provisions of the Regulation V/12 of SOLAS 74
- Absence of corrected navigational charts, and/or all other relevant nautical publication necessary for the intended voyage, taking into account that type-approved electronic chart display and information system (ECDIS) operating on official data may be used as substitute for the charts
- Absence of non-sparking exhaust ventilation for cargo pump rooms (Regulation II-2/59.3.1 of SOLAS 74).
Area under the IBC Code
(References are given in brackets)

- Transport of a substance not mentioned in the Certificate of Fitness or missing cargo information (16.2)
- missing or damaged high pressure safety devices (8.2.3)
- electrical installations not intrinsically safe or corresponding to code requirements (10.2.3)
- sources of ignition in hazardous locations referred to in 10.2 (11.3.15)
- contraventions of special requirements (15)
- exceeding of maximum allowable cargo quantity per tank (16.1)
- insufficient heat protection for sensitive products (16.6).

Areas under the IGC Code
(References are given in brackets)

- Transport of a substance not mentioned in the Certificate of Fitness or missing cargo information (18.1)
- missing closing devices for accommodations or services spaces (3.2.6)
- bulkhead not gastight (3.3.2)
- defective air locks (3.6)
- missing and defective quick closing valves (5.6)
- missing or defective safety valves (8.2)
- electrical installations not intrinsically safe or not corresponding to code requirements (10.2.4)
- ventilators in cargo area not operable (12.1)
- pressure alarms for cargo tanks not operable (13.4.1)
- gas detection plant and/or toxic gas detection plant defective (13.6)
- transport of substances to be inhibited without valid inhibitor certificate (17/19).

Areas under LOADLINES 66

- Significant areas of damage or corrosion, or pitting of plating and hull effecting stiffening in decks and hull effecting seaworthiness or strength to take local loads, unless proper temporary repairs for a voyage to a port for permanent repairs have been carried out
- a recognized case of insufficient stability
- absence of sufficient and reliable information, in an approved form, which by rapid and simple means, enables the master to arrange for the loading and ballasting of his ship in such a way that a safe margin of stability is maintained at all stages and at varying conditions of the voyage, and that the creation of any unacceptable stresses in the ship’s structure are avoided
- absence, substantial deterioration or defective closing devices, hatch closing arrangements and water tight doors
- overloading
- absence of or impossibility to read draught mark.

Areas under Annex I to MARPOL 73/78
(References are given in brackets)

- Absence, serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system or the 15 ppm alarm arrangements
- remaining capacity of slop and/or sludge tank insufficient for the intended voyage
- oil record book not available (20(5))
- unauthorized discharge bypass fitted
- survey report file missing or not in conformity with
Regulation 13G(3)(b) of the Convention.

Areas under Annex II to MARPOL 73/78
(References are given brackets)
- Absence of the P&A Manual
- cargo is not categorized (3(4)
- no cargo record book available (9(6)
- transport of oil-like substances without satisfying the requirements (14)
- unauthorized discharge by-pass fitted.

Areas under STCW78
- Failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the flag State Administration
- failure to comply with the applicable safe manning requirements of the flag State Administration
- failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the flag State Administration
- absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radio communication or the prevention of marine pollution
- failure to provide the professional proficiency for the duties assigned to seafarers for the safety of the ship and the prevention of pollution
- inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches persons who are sufficiently rested and otherwise fit for duty.

Area under ILO Conventions
- Insufficient food for voyage to next port
- insufficient potable water for voyage to next port
- excessively unsanitary conditions on board
- no heating in accommodation of a ship operating in areas where temperatures may be excessively low
- excessive garbage, blockage by equipment or cargo or otherwise unsafe conditions in passageways/accommodations.

Areas which may not warrant a detention, but where, eg cargo operations have to be suspended
- Failure of the proper operation (or maintenance) of the inert gas system, cargo related gear or machinery will be considered sufficient grounds to stop cargo operation.

DEFICIENCIES, DETENTION AND RATIFICATION

When deficiencies are found during inspection, the nature of the deficiencies and the corresponding action to be taken are filled in on the inspection report (see Form A and B). Below are the 2 digit codes that are relevant to specific action taken:
- 00 No action taken
- 10 Deficiency rectified
- 12 All deficiencies rectified
- 15 Rectify deficiency at next port
- 16 Rectify deficiency within 14 days
- 17 Master instructed to rectify deficiency before departure
- 18 Rectify non-conformity within 3 months
- 19 Rectify major non-conformity before departure
- 30 Grounds for detention
- 35 Ship allowed to sail after detention
○ 36 Ship allowed to sail after follow-up detention
○ 40 Next port informed
○ 45 Next port informed to re-detain
○ 50 Flag State/Consul informed
○ 55 Flag State consulted
○ 70 Classification society informed
○ 80 Temporary substitution of equipment
○ 85 Investigation of contravention of discharge provision (MARPOL)
○ 95 Letter of warning issued
○ 96 Letter of warning withdrawn
○ 99 Other (specify in clear text).

In principle, all deficiencies must be rectified before the ship departs. It is up to the PSCO’s professional judgment to decide if he has to board the ship on a second occasion to check that all deficiencies have been rectified.

The following are the main criteria for a vessel’s detention:

○ A ship which is unsafe to proceed to sea will be detained on the first inspection, irrespective of the time the ship is scheduled to stay in port
○ the deficiencies on a vessel are so serious that they must be rectified before the vessel sails.

If the deficiencies are clearly hazardous to safety, health or the environment, the maritime authorities will ensure that the hazard is rectified before the vessel is allowed to proceed to sea, for this reason they will either detain the vessel or issue a formal prohibition of a vessel continuing an operation. As soon as possible the Flag State will be notified.

If the deficiencies cannot be remedied in the port of inspection, the maritime authorities may allow the vessel to proceed to another port, subject to any conditions determined by the maritime authority of the port of departure. This is to ensure that the vessel can proceed without any unreasonable danger to safety, health or the environment. In this situation a follow up inspection will normally be carried out in this respective port.

If a vessel is detained, the PSCO will inform the owner or operator of the ship at the time of the detention. The Master will be asked to sign to confirm this information.

When a vessel has been detained all costs accrued by the Port State to inspect the ship will be charged to the owner or operator of the ship or his representative in the Port State.

The detention will not be lifted until full payment has been made or there is a guarantee for the costs being reimbursed.

The owner or operator of the ship has a right of appeal against a detention that is taken by the Port State authority. An appeal will not result in the detention being lifted immediately.

On conclusion of an inspection, the Master will be provided with a document (form A and B) indicating the results of the inspection and details of any action that is required to be taken.

INFORMATION EXCHANGE

Whether or not deficiencies are found, details from each inspection report are entered in an advanced MOU’s central computer database (SIRENAC E), these information centres are located for each regional PSCO as follows:

○ Paris MOU: Centre Administrative des Affaires Maritimes (CAAM), Saint Malo, France
○ Latin-American Agreement: Centro de Información del Acuerdo Latinoamericano (CIALA), Prefectura Naval Argentina, Buenos Saires
○ Tokyo MOU: Vancouver, Canada
Port State Control

Caribbean MOU: Curacao, Netherlands Antilles
Mediterranean MOU: Casablanca, Morocco
Indian Ocean MOU: Goa, India
Abuja MOU: not yet determined
Persian Gulf region: not yet determined
Black Sea area: not yet determined.

THE NEW INSPECTION REGIME (NIR) OF THE PARIS MEMORANDUM OF UNDESTANDING (PMoU)

On 1 January 2011 the present PSC regime will be replaced by “The New Inspection Regime” (NIR) of the Paris Memorandum of Understanding (PMoU).

The new target of full coverage

One of the main consequences of introducing the NIR is that PMoU will change its target of inspecting 25% of individual ships calling at each member State, to a shared commitment for full coverage of inspecting all ships visiting ports and anchorages in the PMoU region.

Ship Risk Profile

The Target Factor will be replaced by the Ship Risk Profile. According to the Ship Risk Profile vessels will be classified as Low Risk Ships (LRS) and High Risk Ships (HRS). If a vessel is neither Low Risk nor High Risk it will be classified as a Standard Risk Ship (SRS).

The Ship Risk Profile will be based on the following criteria, using details of inspections in the PMoU area in the last 3 years:

- Type of ship
- age of ship
- performance of the flag of the ship (including undertaking voluntary IMO Member State Audit Scheme (VIMSAS))
- performance of the recognised organisation(s)
- performance of the company responsible for the ISM management
- number of deficiencies
- number of detentions.

Company performance

A new parameter in the PMoU is provided by the company performance criteria for calculating the Ship Risk Profile. For this purpose, the PMoU has established a formula taking into account any deficiencies and detentions in the last 36 months of the company’s fleet, based on the IMO company number. This is compared to the average of all the vessels inspected in the PMoU to measure the performance level. Companies will be ranked into very low, low, medium and high. Any Refusal of Access (Ban) will have a negative impact on the company’s ranking.

Inspection Categories, Time Window, Selection Scheme and Inspection Types

Recognising the rights of Port States to inspect foreign flagged ships in their ports at any time, the Paris MoU is introducing the following regime.

Inspection Categories:

The NIR includes two categories of inspection, a periodic and an additional inspection.

Periodic inspections are performed on the basis of the time window. Additional inspections are carried out by overriding or unexpected factors depending on the severity of the occurrence.

Time Window

This is established in accordance with the Ship Risk Profile as follows:
HRS: between 5-6 months after the last inspection in the PMoU region
SRS: between 10-12 months after the last inspection in the PMoU region
LRS: between 24-36 months after the last inspection in the PMoU region.

The time span for the next periodic inspection re-starts after any inspection.

Selection Scheme
A ship will become Priority I, if the time window has passed. The ship will be selected for a periodic inspection.

When the time window opens a ship becomes Priority II. The ship can then be selected for a periodic inspection.

If an overriding factor is logged against a ship it becomes Priority I irrespective of the time window and the ship will be selected for inspection.

If an unexpected factor is logged against a ship it becomes Priority II irrespective of the time window and the ship can be selected for inspection.

Before the window opens for any risk profile and no overriding or unexpected factors are logged, the ship has no priority status and the member States are not obliged to carry out an inspection on such a ship but if deemed appropriate they may choose to do so.

Inspection types (Initial, more detailed and expanded inspection)
The PMoU will not change the inspection types but will extend the expanded inspection to all ship types.

In case of a periodic inspection each ship with an HRS profile and each bulk carrier, chemical tanker, gas carrier, oil tanker or passenger ship older than 12 years must be subject to an expanded inspection. Each ship with an SRS and LRS profile that does not fall within one of the above mentioned ship types, will be subject to an initial inspection or, if clear grounds are established, to a more detailed inspection.

Any additional inspection will at least be a more detailed inspection. If the ship has an HRS profile or is one of the above mentioned ship types, the member State may decide to carry out an expanded inspection.

As far as the results of all inspections from mid 2009 are concerned, they will count towards the application of the new requirements.

Refusal of access (banning)
The PMoU will enlarge banning for multiple detentions from certain ship types to all ship types and extend the flag from the black to those grey listed.

The banning criteria for the first and second ban will be amended as follows:

- If the ship flies a black listed flag it will be banned after more than 2 detentions in the last 36 months
- if the ship flies a grey listed flag it will be banned after 2 or more detentions in the last 24 months.

Any subsequent detention after the second banning will lead to a ban, irrespective of the flag.

Moreover, a time period until the banning can be lifted will be introduced as follows:

1. 3 months after the first ban
2. 12 months after the second ban
3. 24 months after the third ban
4. permanent ban.

To lift the third ban more stringent conditions will be applied which must be fulfilled before a 24 month period has elapsed.
**Reporting obligations**

With the NIR, the PMoU has widened the arrival notifications. The former regime already had a 72 hour pre arrival (ETA72) message in place. This was relevant for only a few ship types and only if they were eligible for an expanded inspection. The ETA72 will encompass all ships with an HRS profile and also every bulk carrier, chemical tanker, gas carrier, oil tanker and passenger ship that is older than 12 years and are eligible for an expanded inspection. Eligibility for expanded inspection can be found on www.parismou.org after 1 January 2011.

All ships must also provide a pre arrival notification 24 hours in advance (ETA24).

Both the ETA72 and ETA24 notifications are compulsory for vessels and will be reported to the Port State according to their national arrangements.

A new feature of NIR is that it will be required to report the notification of the actual time of arrival (ATA) and the actual time of departure (ATD) for all ships calling at all ports and anchorages in the PMoU region.

**PORT STATE CONTROL – THE FUTURE**

The prospect of global port State control, with an exchange of information and a harmonisation of procedures and training, has very exciting implications. As more statistics and data are gathered and exchanged by the different PSC Secretariats, there will be a huge increase in knowledge about sub-standard shipping.

This knowledge is not only useful but will provide the maritime community with the opportunity to analyse better the causes of incidents and casualties and ascertain, more accurately than ever before, how they can be prevented from occurring again.

Using the information that is available due to regional cooperation in PSC, a change of attitude within the shipping industry can be worked towards, there has been a long tradition of secrecy often resulting in problems being hidden and ignored rather than then revealed and solved.

The development of Port State control gives us a chance to challenge that culture and replace the secrecy with transparency and openness.

Although efforts to improve the Flag State performance remain a top priority, effective regional agreements, including harmonised inspection and detention procedures, internationally approved qualifications of inspectors and transparency through increased information within regions and inter regionally, will play an essential role for both flag and port State responsibilities.

**References**

The Paris Memorandum of Understanding on Ports State Control, official text

Germanischer Lloyd- Ship Safety Division


Paris MoU New Inspection Regime
ABOUT THE AUTHOR

Prof. Pietro del Rosso, currently teaching at I.P.S.I.A.M. 'Amerigo Vespucci' in Molfetta (Ba), Italy, is a member of I.M.E.C. (International Maritime English Conference), and carries out several Maritime English courses for both officers and ratings of Merchant Navy and sea pilots. He also deals with technical translations, and specifically those connected with operation & maintenance manuals. In addition he is the author of several International Maritime English articles and publications, some of which are available on the I.M.E.C web site: http://home.wxs.nl/~kluijven/.

His project “Maritime English and Standard Marine Communication Phrases (S.M.C.P.)” has been awarded the 2011 European Language Label.

Since 1997, Pietro also been dealing with Special Education Needs for Secondary School.