

## Commonwealth of Dominica



## Office of the Maritime Administrator

- TO:** ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, MOBILE OFFSHORE DRILLING UNITS AND RECOGNIZED ORGANIZATIONS
- SUBJECT:** PORT STATE CONTROL CONCENTRATED INSPECTION CAMPAIGNS
- REFERENCE:** (a) SOLAS Convention, Chapter I, Regulation 19  
(b) IMO Resolution A.787(19) relating to PSC procedures, as amended by IMO Resolution A.882(21)  
(c) CDP 101 International Maritime Act, Consolidated Edition, 2002 – Chapter I, Part III – Vessel Inspection  
(d) CD-MSC 45-01 Port State Control
- PURPOSE:** The purpose of this Circular is to advise the shipowners, operators, masters, officers and recognized organizations of Dominica flag vessels about the Port State Control Concentrated Inspection Campaigns.
- APPLICABILITY:** The information contained herein is informational and presented for the benefit of the Owners and Operators of all vessels under the Dominica International Registry.

**BACKGROUND:**

- 1 Port State Control is the internationally accepted system of harmonized inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.
- 2 The purpose of Port State Control in its various forms is to identify and eliminate sub-standards ships that do not comply with internationally accepted standards as well as domestic regulations of the nation concerned.
- 3 IMO has encouraged the establishment of regional port State control organizations and agreements on port State control - Memoranda of Understanding (or MOUs) - have been signed covering all of the world's oceans: Europe and the north Atlantic (Paris MOU);

Asia and the Pacific (Tokyo MOU); Latin America (Acuerdo de Viña del Mar); Caribbean (Caribbean MOU); West and Central Africa (Abuja MOU); the Black Sea region (Black Sea MOU); the Mediterranean (Mediterranean MOU); the Indian Ocean (Indian Ocean MOU); and the Arab States of the Gulf (GCC MoU (Riyadh MoU)).

- 4 In carrying out Port State Control responsibilities, most nations apply the principle of “*No more favorable treatment*” to ships that are not party to the various related international conventions. That means such ships will be treated in the same way as a ship to which the conventions are applicable.

#### **INFORMATION:**

- 1 IMO recently adopted a resolution providing procedures for the uniform exercise of Port State Control.
- 2 The main purpose of Port State Control is to enhance marine safety, the environment and human security and to strengthen compliance with ILO and IMO standards. To achieve this goal there is high importance given to Concentrated Inspection Campaigns (CICs).
- 3 During the CIC, the PSC Officers (PSCO) are required, in addition to their routine controls on foreign flagged ships, to perform detailed verifications of specific items related to compliance with the IMO International Conventions. Each CIC has a limited time, and PSC Officers conduct such inspections in accordance with a standard Check List.
- 4 The following Concentrated Inspections Campaigns are pre-scheduled for upcoming years:
  - 4.1 **Joint CIC – Paris MOU with Tokyo MOU and United States Coast Guard:**
    - .1 CIC on ISM Code – during the period from September 1 to November 31, 2007,
    - .2 CIC on safety on navigation (SOLAS Chapter V; including passage planning, VDR, AIS and electronic chart display) – in 2008,
    - .3 CIC on lifeboats – in 2009 (Tokyo MOU with Paris MOU) .
  - 4.2 **Black Sea MOU** – CIC on Annex I of MARPOL 73/78 (ship’s oil filtering equipment and record keeping shall be verified in more detail for compliance with the international standards) – during period from October 1 to December 31, 2006.
  - 4.3 **Latin American Agreement on PSC** – CIC on ISM Code – during the period from September 1 to November 31, 2007.

**RECOMMENDATIONS:**

- 1 Shipowner, operator and master of a ship should be aware that, in case PSCO find deficiencies in the items listed on the CIC Check List, they would have “clear grounds for a more detailed inspection” to extend verification to additional related items. Should this occur, the Administration should be notified immediately.
- 2 Shipowners and operators should take measures to reduce the likelihood that their ships will be subjected to intervention or detention, bearing in mind that increasingly efficient databases will enable the maritime authorities to exchange information. Being inspected in one State and given a clean bill of health will not necessarily prevent further inspections by another maritime authority. As information is more and more shared between various organizations, non-compliant ships will find it increasingly difficult to continue operation.
- 3 In the event a Shipowner, Operator or Master of a ship registered under the Dominica International Registry believes that the ship is being unfairly delayed or detained, it is recommended that immediate contact be made with the Dominica Maritime Registry by the most practical means available: e.g. telephone, fax, e-mail. It is the intent of the Registry to assist Shipowners expeditiously in clearing any deficiencies that may cause undue delay or interruption of service.

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