



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° PSC 014

PRIORITY INSPECTIONS

**TO: SHIPOWNERS & SHIPS' OPERATORS & MANAGERS
SURVEYORS TO FLAG STATE ADMINISTRATION**

Monaco, 27 May 2005.

The aim of this circular is to draw the attention of Shipowners, ships' Operator & Managers on Port State Control regimes, in particular on Paris MOU.

This circular is an abstract of the Paris Memorandum of Understanding on Port State Control (Including 27th Amendment, adopted on 13th May 2005).

A) Regardless of the value of the target factor, as referred to in B), the following ships shall be considered as an overriding priority for inspection:

- 1) Ships which have been reported by pilots or port authorities in accordance with "appropriate procedure, established by the Authority, for pilot services and port authorities to immediately inform the competent Authority of the port State, whenever they learn in the course of their normal duties that there are deficiencies which may prejudice the safety of the ship, or which may pose threat of harm to the marine environment".
- 2) Ships carrying dangerous or polluting goods, which have failed to report all relevant information concerning the ship's particulars, the ship's movements and concerning the dangerous or polluting goods being carried to the competent authority of the port and coastal State.
- 3) Ships which have been the subject of a report or notification by another Authority.
- 4) Ships which have been the subject of a report or complaint by the master, a crew member, or any person or organization 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 manifestly unfounded.

5) Ships which have been:

- Involved in a collision, grounding or stranding on their way to the port;
- Accused of an alleged violation of the provision on discharge of harmful substances or effluent;
- Manoeuvred in an erratic or unsafe manner whereby routing measures, adopted by the IMO, or safe navigation practices and procedures have not been followed; or
- Otherwise operated in such a manner as to pose a danger to people, property or the environment.
- Ships which have been suspended or withdrawn from their class for safety reasons in the course of the preceding 6 months.
- Ships which cannot be identified in the SIRENaC information system.

B) In determining the order of priority for the inspection of ships, the Authority shall take into account the order indicated by the target factor displayed on the SIRENaC information system. The following elements are relevant for the targeting factor:

- Ships visiting a port of a State, the Authority of which is a signatory to the Memorandum, for the first time or after an absence of 12 months or more;
- Ships not inspected by any Authority within the previous 6 months;
- Ships whose statutory certificates on the ship's construction and equipment, issued in accordance with the Conventions, and the classification certificates, have been issued by an organization which is not recognized by the Authority;
- Ships flying the flag of a State appearing in the black-list as published in the annual report of the MOU;
- Ships which have been permitted by the Authority to leave a port of its State on certain conditions:
 - deficiency to be rectified before departure.
 - deficiency to be rectified at the next port.
 - deficiency to be rectified within 14 days.
 - deficiency for which other conditions have been specified.
 - if ship related action has been taken and all deficiencies have been rectified.
- Ships for which deficiencies have been recorded during a previous inspection, according to the number of deficiencies.
- Ships which have been detained in a previous port.
- Ships flying the flag of a non-Party to a relevant instrument.
- Ship with class deficiency ratio above average
- Oil tankers with a gross tonnage of more than 3000 and older than 15 years of age.
- Bulk Carriers older than 12 years of age.
- Passenger ships older than 15 years of age other than ro-ro ferries and high-speed passenger craft operating in regular service under the provision of Council Directive 1999/35/EC.
- Gas and Chemical tankers older than 10 years of age.
- Other ships older than 13 years of age.