

This notice provides the latest advice to Managers and Masters of Port State information concerning Port State Control inspections and activities affecting merchant ships worldwide.

A Port State Control (PSC) inspection is a right of a PSC authority to check visiting foreign-flagged ships to verify compliance with the international Conventions on safety, pollution prevention and seafarers living and working conditions.

PSC is a means of enforcing compliance by the arrival Port authority where the ship-owner and Flag State have failed in their responsibility to implement or ensure compliance and the elimination of "sub-standard" ships. The Port State authority will require any raised PSC defects to be corrected, before departure or within a reasonable time; the PS may, if deemed appropriate, detain a ship for this purpose. PSC is therefore a port authorities defence against arrival and departing ships, which may be identified as substandard.

Technical managers are asked **to forward this PSC Notice to all Masters of Isle of Man registered ships** in their fleet in support of shipboard operations and awareness prior to any PSC inspection.

After a PSC inspection is completed, we kindly ask you to email all PSC inspection reports to portstatecontrol@gov.im as soon as practicable.

The Isle of Man Ship Registry are happy to help its clients and to assist on matters concerning statutory requirements relating to Isle of Man registered ships. Please email the Isle of Man Ship Registry marine.survey@gov.im. The survey team will endeavour to respond as soon as possible.



Guidance for Master's should you receive a deficiency during a PSC inspection.

- If you agree with the deficiency raised then agree a practical corrective action plan with the PSC Officer. This shall be indicated in the "action taken" coding stated on the Form B.
- If you do not agree with the deficiency raised then politely discuss with the PSC officer before s/he leaves the vessel to clarify the statutory requirement (applicable to the ship's age and tonnage) and its implementation on board.: Most PSC Officers will consider any challenge by the Master.



- **COVID-19 guidance – refer to [Technical Advisory Notice 02-2020](#)**

- **February 2 2023:-** According to the WHO the COVID-19 pandemic **is still a "public health emergency of international concern"** (PHEIC), the WHO's [Emergency Committee on COVID-19 determined](#) at its regular three-monthly review. That means we have passed a grim milestone: as of January 30 2023, we are officially over the threshold of [year four](#). We remind technical managers and shipmasters, if anyone on board has COVID19 or COVID19-like symptoms please report this to the port authorities prior to arrival in port.



- **Important note concerning Seafarer Employment Agreements (SEAs)**

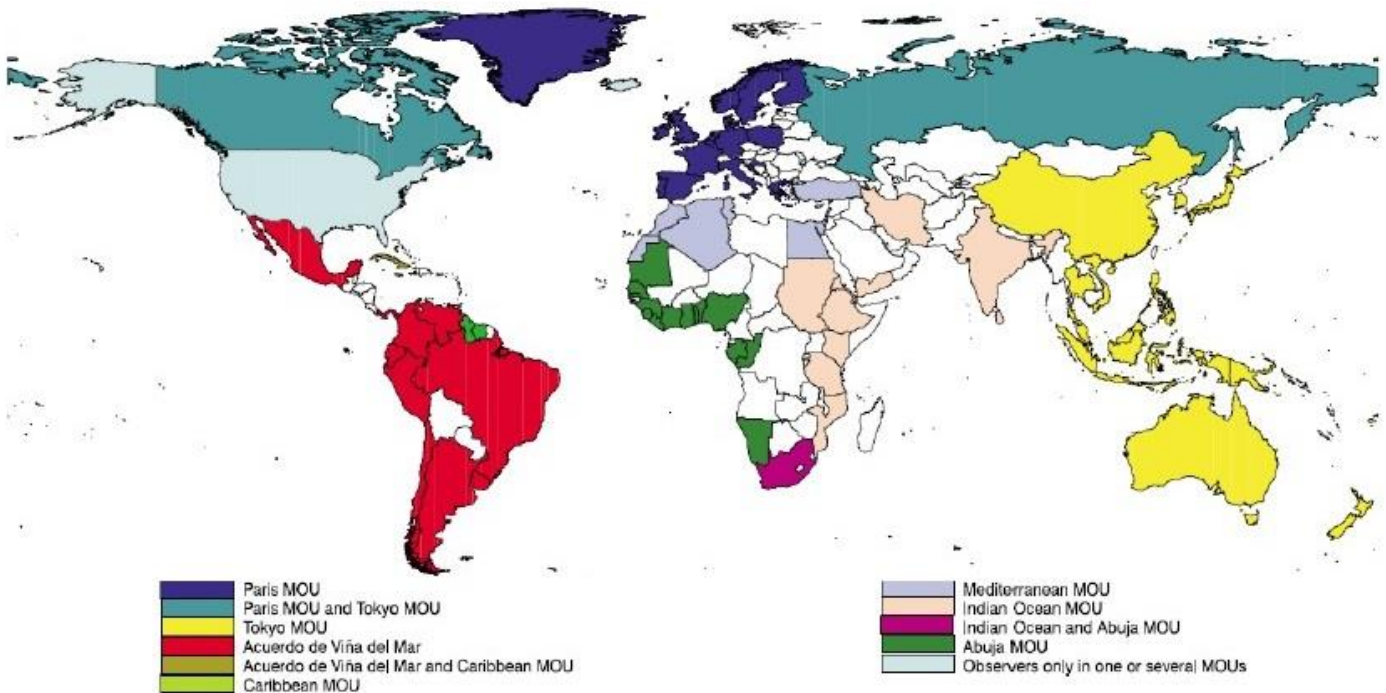
- During the COVID-19 pandemic seafarers were facing increasing difficulties with repatriation and as such may be asked to extend their period of service on board. As a result SEAs, as required by the Maritime Labour Convention, are coming under increased scrutiny by PSC.
- MLC 2006: Some PSC regions or authorities will not accept extension of the period of service on board beyond 11 months, unless authorized by the Administration. This may be on a case-by-case basis if created by the pandemic, and only with the seafarer's consent.

- Please refer to Isle of Man [Technical Advisory Notice 02-2020 Section 4.2](#) (to date unchanged from 2020) and applicable PSC regional COVID19 guidance notes (see web links in section 1 of this document).

Detention:- If the PSC Officer **detains** the vessel the following procedure to be followed:-

- Call the technical management company and contact the Isle of Man Ship Registry (+44 1624 688500 office hours or +44 7624 493467 out of hours) for assistance if required **before the PSC Officer leaves the vessel.**
- Ask the PSC Officer for a copy of the appeal procedure **which must be followed as per the Regional requirements.**

Port State Control Regions



Useful websites for PSC MoU (Memorandum of Understanding) Information:

Black Sea MOU	www.bsmou.org	Riyadh MOU	www.riyadhmu.org
Paris MOU	www.parismou.org	United States Coast Guard	cgmix.uscg.mil/PSIX
Indian MOU	www.iomou.org	Latin America MOU	www.acuerdolatino.int.ar
Mediterranean MOU	www.medmou.org	Caribbean MOU	www.caribbeanmou.org
Tokyo MOU	www.tokyo-mou.org	West and Central Africa MOU	www.abujamou.org

Pre PSC preparation*([IMO Res 1155\(32\)](#))

- All statutory and Convention equipment on board must be maintained in full working order capable of operation and ready for immediate use. The equipment may/will be required to be demonstrated at any time - regardless if it is being used for operations or not, with observance of crew ability and competency.
- If you are aware of any defects or equipment failures concerning statutory equipment then address these through the ship's defect reporting system and inform the Isle of Man Ship Registry and the Classification Society as necessary. Temporary dispensation from Isle of Man Ship Registry may be required to allow for repairs.



- Where a Port State Control Officer visits the vessel, the Isle of Man Ship Registry advises informing the PSC Officer of any defects at the beginning of the inspection and demonstrate what steps have been taken, to address the defects. If this is not done the PSC Officer may incorrectly assume the ship staff are either unaware of the defect items or are hiding the defect – either way this is bad for the ship.
- If additional equipment has been-fitted in excess of the statutory or convention requirements, the Isle of Man Ship Registry recommends this equipment is maintained in full working order or clearly signed the equipment is not to be used.

For information concerning "What to expect during a PSC Inspection" watch the IOM Ship Registry video presentations on the [Isle of Man Ship Registry YouTube channel](#).

1. Isle of Man Performance

The International Chamber of Shipping has published its 2022/2023 Shipping Industry Flag State Performance Table. The Flag State Performance Table is-based on the most up-to-date data available as of January 2023. The Table summarises factual-information in the public domain that might be helpful in assessing the performance of flag States.

For more information (2022/2023) - [Flag State Performance Tables ICS](#)

	Port State Control						Ratification of Conventions						RO Code	Age	Reports		IMO		
	Paris MOU White List	Not on Paris MOU Black List	Tokyo MOU White List	Not on Tokyo MOU Black List	USCG Qualship 21	USCG Target List (safety)	SOLAS 74 (and 88 Protocol)	MAPPOL including Annexes I - II	MAPPOL Annexes III - VI	LL 66 (and 88 Protocol)	STCW 78	ILO MLC	CLC/FUND 92	Recognized Organizations	Low Average Age (Ship Numbers)	On latest STCW 95 White List	Completed full ILO Reports	IMO Meetings Attendance	IMO Audit Scheme
- Isle of Man	■	■	■	■	■	■	UK	UK	UK	UK	UK	UK	■	■	■	■	■	■	■

UK - Indicates where a dependent territory's entry is based on the ratification, reporting or IMO meeting attendance of the UK 'mainland' flag.

For more information (2022/2023) - [Flag State Performance Tables ICS](#)

2. Port State Control - MOU Regional Information:-

Paris MoU (31/07/2023) – latest news:

- [Paris MoU Newsletter:](#)
- The Isle of Man has '**White List**' status as of the latest [2022-23 Paris MoU Performance List](#).
- [Annual report PMoU 2022](#)
- Classification Societies recognised by Isle of Man (see MSN020) have [a low risk](#).
- [Paris MoU Guidance](#)
- **Joint concentrated Inspection Campaign (CIC) on Fire Safety –1/9/23 to 30/11/23**
- **PS Circular: 101** - Guidance on repatriation of seafarers due to situation in Ukraine, which aims to provide some guidance:- [Ukraine repatriation](#)
- **AFS Convention:-** will come into force on 1 January 2023. The resolution contains a ban to apply or re-apply anti-fouling systems containing cybutryne from 1 January 2023. All ships should remove or seal such anti-fouling systems no later than 60 months following the last application of such anti-fouling system containing cybutryne.
- **As of 1 July 2023, Montenegro** will be a full member of the Paris Memorandum of Understanding on Port State Control..



- [Paris MoU Guidance](#)

Future CICs

The planning for the coming years will be as follows:

- **2024: Crew Wages and Seafarers Employment Agreements**
- **2025: Ballast Water Management.**
- **2026: Cargo Securing.**

PMoU: PSCC Instructions

The following PSCC Instructions have been updated. The changes will come into force on 1 July 2023.

- PSCC56/2023/02 Conventions related to financial liability:
 - The guidance for PSCOs on the Bunker Convention is replaced by an PSCC instruction (PSCC56/2023/02) covering all three financial liability conventions.
 - The Instruction provides guidance for the following Relevant Instruments:
 - Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage 1969 (CLC PROT 1992)
 - International Convention on Civil Liability for Bunker Oil Pollution Damage 2001 (Bunkers Convention)
 - Nairobi International Convention on the Removal of Wrecks, 2007 (NAIROBI WRC 2007)
- PSCC56/2023/05 Guidelines on the ISM code
 - The PSCO will verify the effectiveness of any corrective action by examining the technical and/or operational deficiencies of the previous PSC inspection report which led to the issuance of the ISM deficiency; the PSCO should use his/her professional judgement to assess whether the effectiveness of the corrective action was satisfactory.
- PSCC56/2023/07 MARPOL Annex VI
 - The recent requirements related to MARPOL Annex VI as listed in MEPC.328(76), that came into force on 1 January 2023 are included the PSCC instruction. The requirements are related to the reduction of Greenhouse Gasses emissions.

The EEXI will impose a requirement equivalent to Energy Efficiency Design Index (EEDI) to all existing ships regardless of the year of build. The EEXI is to be verified and a new Energy Efficiency Certificate issued no later than the first annual International Air Pollution Prevention (IAPP) survey on or after 1 January 2023

- PSCC56/2023/06 **Guidance on detention and action taken**
 - The Action Taken code 47 - As in agreed Class Condition is updated and further specified: 'Use for a deficiency which is not fully rectified but which the PSCO has accepted a "condition of class" on the outstanding deficiency issued by the classification society for the ship. This action should not be used in case of statutory requirements but only relate to an item exclusively covered by structural, mechanical and electrical requirements of a classification society which is recognised by the Administration in accordance with the provisions of SOLAS regulation XI/1 and only for ships with a keel date on or after 1 July 1998.

It is not the same as a condition issued by the flag State, or an RO on their behalf (see code 48)'



Tokyo MoU (31/07/2023):

- The Isle of Man has '**White List**' status as of the latest TMoU annual report (see **Table 8 TMoU** annual report 2021)
- [Annual Report TMoU 2022](#)
- In accordance with the Tokyo MOU's Inspection Regime procedures, the Isle of Man also has "Low Risk Ship" status as published on the Tokyo MOU website.
- Classification Societies recognised by Isle of Man have a performance level of "High" and also have attained "Low Risk" status as published on the Tokyo MOU website: (table 6 TMoU annual report 2021).
- [Tokyo MoU COVID19 Guidance](#)
- [Guidance on Remote PSC Inspections](#)
- [TMoU 25th Anniversary](#)
- [Tokyo MOU Safety Bulletins](#)

United States Coast Guard (USCG) 31/07/2023:

- The Isle of Man Ship Registry has achieved the required Flag State standard (2021) for those ships wishing to enroll on the [USCG's Qualship 21 and E-Zero programs](#) subject to additional eligibility criterion being met as of the latest.
- [USCG annual reports -](#)
- The Isle of Man Ship Registry has also achieved the required Flag State status for a low target score on the USCG Security Compliance Matrix as of the 2022-2023.
- Classification Societies recognised by Isle of Man have a detention ratio of <2% and are therefore not targeted for Priority 1 PSC inspections.
- [USCG COVID19 Guidance](#) [USCG Safety Alerts and Safety Advisories](#)

Other PSC Region (available) reporting as at March 2023:

Black Sea MoU 2021:

- [Annual Reports -](#)

Mediterranean MoU:

- [Annual reports -](#)

Indian Ocean MoU:

- [Annual Reports -](#)

Caribbean MoU:

- [Annual Reports -](#)

Riyadh MoU:

- [Annual Reports -](#)

Abuja MoU:

- [Annual Reports -](#)

The following IMO amendments will come into force on 1 January 2023



MARPOL carbon intensity measures including CII

On or before 1 January 2023, the Ship Energy Efficiency Management Plan (SEEMP) shall include methodology for calculating the ship's attained annual operational CII and the required annual operational CII required.

STCW

Amendments to International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), adding the definition of "high-voltage" in STCW regulation I/1.

Amendments to section A-I/1 of the STCW Code, including the capacity "electro-technical officer" in the definition of "operational level", as a consequential amendment to the introduction of this capacity as part of the 2010 Manila Amendments.

ESP Code

Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code), relating to thickness measurements at the first renewal survey of double hull oil tanker.

Other news:

MSC 106: IP Code

The 106th session of IMO's Maritime Safety Committee (MSC) was held from 2 to 11 November. MSC 106 adopted a new **SOLAS Chapter XV on safety measures for ships carrying industrial personnel (IP)** along with a related mandatory IP Code, and progressed the development of the draft of a new international code of safety for autonomous ships. The new regulations will enter into force on 1 July 2024.

MSC 106: Electronic certificates and documents for seafarers

Seafarers' certificates and documents are, to an increasing extent, available electronically. MSC 106 approved draft amendments to the STCW Convention and Code to accommodate the use of electronic certificates and documents for seafarers.

SOLAS Ch V/23: Pilot Transfer

European Maritime Pilots Association (EMPA) reporting unsafe provisions for safe ship access are not actioned after reporting.

The Secretariat explained that PSCOs can only enforce mandatory regulations, such as SOLAS Ch. V, reg. 23, but cannot enforce non-mandatory guidelines, recommendations and industry standards as set out in footnotes to Regulation 23.

