

The purpose of this notice is to advise Managers and Masters of information concerning Port State Control inspections and activities affecting Isle of Man ships worldwide.

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

PSC is a means of enforcing compliance by the arrival Port authority in cases 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, and, if appropriate, detain a ship for this purpose. PSC is therefore a port authority's defence against arrival and departing ships which may be identified as substandard..

Technical managers **to forward this Information 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.

Isle of Man Ship Registry are happy to help. For questions concerning statutory requirements relating to Isle of Man registered ships, please email Isle of Man Ship Registry marine.survey@gov.im. The survey team will endeavour to respond as soon as possible.

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



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 meeting last week. That means we've just passed a grim milestone: as of January 30 2023, we're officially over the threshold of [year four](#). We remind technical managers and ship-masters - 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).



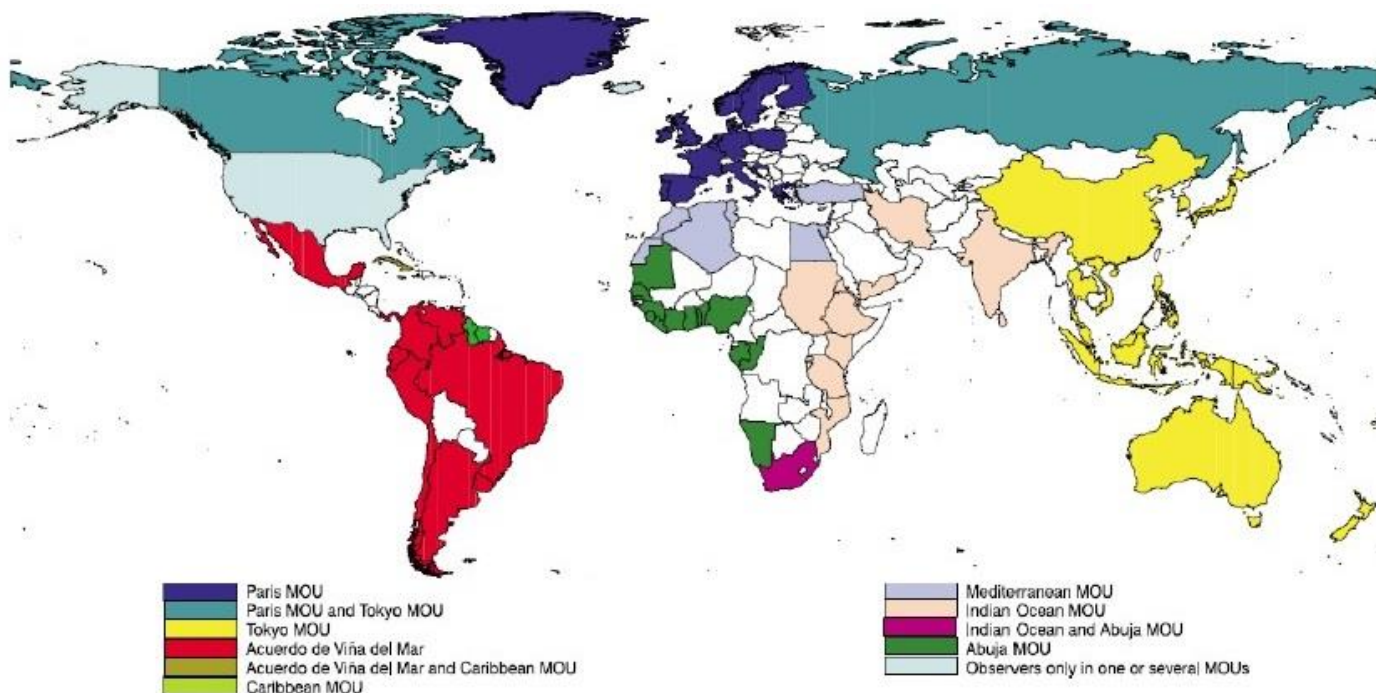
Guidance for Masters should you receive a deficiency during a PSC inspection.

- If you agree with the deficiency raised then agree a practical corrective action plan with the PSC Officer. This shall be reflected 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.

If the PSC Officer wishes to **detain** 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.riyadhmou.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 1138(31)**)

- 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](#)

Flag State	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	USOG Qualship 21	USOG Target List (safety)	SOLAS 74 (and 88 Protocol)	MARPOL including Annexes I - II	MARPOL Annexes III - VI	LL 66 (and 88 Protocol)	STCW 78	ILO MLC	CLO/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. MOU Regional Information:-

Paris MoU (31/03/2023) – 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 2021](#)
- Classification Societies recognised by Isle of Man (see MSN020) have [a low risk](#).
- [Paris MoU COVID19 Guidance](#)
- **Joint concentrated Inspection Campaign** (CIC) on STCW –1/9/22 to 30/11/22 (ended)
- **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.
- **Towing and mooring** (01 January 2023. SOLAS Ch II-1/3.8) require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation.
 - Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring" (MSC.1/Circ. 1619)
 - "Guidelines for inspection and maintenance of mooring equipment including lines" (MSC.1/Circ.1620)



- “Revised guidance on shipboard towing and mooring equipment” (MSC.1/Circ. 1175/Rev.1)
- Modernization of the Global Maritime Distress and Safety System (in force 01/01/2024 – SOLAS Ch IV)

Tokyo MoU (31/03/2023):

- 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 2021](#)
- 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) 31/03/2023:

- 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 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.

