Post State Control Officers (PSCO) inspect foreign-flagged ships in their national ports for the purpose of verifying compliance with international safety, security and environmental standards, and ensuring adequate living and working conditions on board.

In order to establish common understanding, follow-up and data exchange of PSC inspections, the majority of Maritime Administrations around the world have decided to cooperate within regional agreements of ten different PSC regimes (nine MoUs and the US Coast Guard). Most administrations signed the Memorandum of Understanding (MoU) for one PSC MoU (e.g. all European countries are part of the Paris MoU - indicated in blue in the map above). However, it is also possible to participate in several MoUs, for example the Australian Maritime Safety Authority (AMSA) is a member of and therefore reports additionally to the Tokyo MoU (red) and Indian Ocean MoU (light green).

These PSC regimes agreed on how PSC inspection shall be carried out (e.g. target system for ships) in their area. Furthermore, they are publishing detailed information and statistics about inspected, detained and banned ships.
There are two types of inspections in general:

Initial inspections with a check of the ship’s certificates and a general check of the overall condition of the ship in several areas on board (including the engine room and accommodations) and its hygienic condition. The PSCO also checks that outstanding deficiencies from previous PSC inspections have been rectified within the given timeframe. More detailed inspections will only be performed should there be clear grounds that the ship does not comply with international requirements. In identified areas, an in-depth inspection will be carried out.

In addition, most MoUs carry out an annual Concentrated Inspection Campaign (CIC) on a special topic with more detailed checklists for the PSCOs.

Special national port state requirements should also be complied with before arriving at the port. Due attention should always be given to new regulations as they come into force.

If the PSCO finds areas that constitute a safety, health or environmental hazard, these will be noted as deficiencies, which have to be rectified within the given time frame. It lies within the professional judgment of the PSCO to decide if the ship should be detained in port until rectification has been carried out.

If your ship is detained, DNV GL is to be notified immediately and requested to come on board. The DNV GL surveyor will facilitate rectification of deficiencies, verify compliance with the applicable requirements, ease communication with the PSC to expedite release of the vessel, and file a report with the relevant flag state administration.
PSC and safety management system (SMS)
Several technical and/or operational deficiencies are evidence to the PSCO of possible failure of the SMS. With an effective shipboard SMS, these failures can be identified by the crew and not become PSC deficiencies at the next PSC inspection.

A well-implemented SMS is key to reducing the risk of deficiencies that may lead to detention and is therefore the best preparation for PSC inspection.

Preparation before PSC inspection
Make sure that outstanding deficiencies from previous PSC inspections have been rectified within the given time frame. Otherwise, the ship may be detained.

In the event of accidental damage or equipment failure, the Master must notify the port authorities prior to port entry. The port authorities should also be informed of any remedial actions agreed with the classification society or flag state. Failure to notify the port state may lead to the detention of the ship.

During/after inspection
The Master and ship crew are advised to fully cooperate with the PSCO and remain calm. In case of any difficulties, contact the local DNV GL office for support and, in case of detentions, for rectification surveys.
MOST COMMON DETAINABLE ITEMS FOUND BY THE PSC ON DNV GL SHIPS

- ISM-related
- Fire dampers
- Lifeboats
- Emergency generator
- Fire detection
- Oil-filtering equipment
- Charts
- Cleanliness of engine room
- Emergency fire pump and its pipes
- Fire doors
- Quick-closing valves
- Jacketed high-pressure lines

The checklists on the following pages cover these items and are the basis for a more detailed preparation for PSC inspection. The DNV GL PSC Guide wizard software (part of the DNV GL Toolkit) offers customized PSC checklists for in-depth preparation.
QUICK PRE-PORT ARRIVAL CHECK

☐ Pre-arrival note indicating any damages/problems has been forwarded to PSC as required

☐ PSC deficiencies from previous inspections have been rectified within the given time frame

☐ Access controls are in place

Valid certificates and documents

☐ No overdue surveys/audits

☐ No overdue conditions of class/authority

☐ No overdue annual test by service suppliers (e.g. VDR, EPRIP)

☐ ISM Code
  On-board maintenance, procedures, drills and company’s availability 24/7 to be properly documented
CERTIFICATES AND DOCUMENTS

Ship's trading certificates
- Valid, no overdue surveys/audits
- Endorsed within the time frame
- All originals and well arranged in the folder

Documents and records
- All official log books maintained and up-to-date
- Oil record book in the correct format with signed entries, maintained and up-to-date
- Folder with test certificates, etc., on hand
- Last PSC reports on hand
- Documentation of order for spares or services on hand
- Work plan and documentation of rest hours on hand
- Crew certificates and flag state endorsements on hand
FIRE SAFETY MEASURES

☐ All fire dampers properly working and closing, corrosion-free
☐ Emergency fire pump in good working condition, starts easily
☐ Crew is familiar with starting the fire pumps
☐ Sufficient pressure delivered to two hoses on deck
☐ Fire doors properly closing, no hold-backs
☐ Quick-closing devices for tank shut-off properly working
☐ Fire main in good condition, no leaks
☐ Fire hoses tight and properly stowed in hose boxes
☐ Fireman’s outfit ready for use, bottles filled
☐ CO₂ arrangements in working condition
☐ Fire detection arrangements working
LIFE-SAVING APPLIANCES

- Lifeboats/rescue boats without damages
- Motor starts easily, crew familiar with starting
- On-load release gear in position as required
- Documentation about required drills/launchings
- Launching appliances in good order
- Life rafts correctly fastened with HRU
- Life jackets with lights and in the required number
- Emergency illumination working and launching instructions illuminated
- Instructions and training manuals are ship-specific
- No outdated batteries within LSA
- Annual service supplier tests performed as required
All engines in good working order
No leakages
Emergency power starts with independent suppliers and is in working condition
Approved drawing for pipe system on hand
Engine room reasonably clean, not posing any fire or work hazard
Bilges reasonably emptied to assigned tanks
Rubber mats around electrical switchboards
MARPOL REQUIREMENTS

- Oily water separator system and piping in good order and as per approved drawings
- Alarms as fitted are functioning
- Persons in charge are familiar with carrying out an OWS test
- Jacketed piping system properly installed and alarms working
- Oil record book entries made in correct format as required
- Piping system does not show illegal or suspicious changes
- Garbage properly stowed and disposed of
- SOPEP/SMPEP with approval by current flag state and with an updated coastal contact list
SAFETY OF NAVIGATION

- Charts and nautical publication updated for each intended voyage
- Latest “Notice to Mariners” on hand as feasible
- Magnetic compass readable from conning position
- Compass bowl without any air bubbles
- Passage plan written from berth to berth
- Steering gear switch-over arrangements explained and bridge crew familiar with actions
- AIS and VDR in working condition and running, and annual service supplier tests performed as required
- LRIT in working condition and conformity documentation on hand
- Navigational lights, shapes, sound signals operable
RADIO EQUIPMENT

- GMDSS arrangements properly working
- Radio log filled in as required
- Tests carried out as required
- Operators familiar with its use
- EPIRB properly stowed and working
- EPIRB test certificate available
- Radio publications updated
- NAVTEX and printer working
LOAD LINE AND STRUCTURAL MATTERS

- Shell plating and decks sufficiently maintained
- No shell dents without survey by class
- All hatch cover arrangements in good order
- Covers of holds and small hatches closing properly
- Ventilators and air pipes closing properly
- Sounding pipes closing properly
- Draft and Plimsoll marks clearly visible and as per load line certificate
- Weather tight doors closing properly
- Bulwarks, handrails, cat walks without damage
- Anchoring device and ropes in good condition
- Electric cabling and light covers properly arranged
ACCOMMODATION

- Escape ways cleared, illuminated and signs posted
- Accommodation clean
- Hospital and sick bay equipped as required
- Sanitary arrangements clean
- Galley, food stores without infestations
- Galley hood grease traps clean
- No loose wiring, plug sockets or tripping hazards
- Garbage disposal as required
SHIP SECURITY

☐ ISSC with latest endorsements, CSR and SSP available
☐ SSP must be protected and unauthorised access prevented
☐ Security-related crew certification in order
☐ Crew familiar with security levels and security duties
☐ Access control procedures in place and implemented
☐ Restricted areas closed and marked as required in the SSP
☐ Security equipment maintained and tested as necessary, including the SSAS
☐ Exercises and drills conducted and records available
ISM CODE

- SMS manual with latest revisions available
- Documentation covering company policies and procedures in place
- Internal audit performed within the last 12 months and report available on board
- SMC and copy of DOC with the latest endorsement
- Name and address of the company match 100% with the entries on DOC and SMC
- Crew familiar with their duties
- Crew aware of the identity of the designated persons
- Regular maintenance and drills carried out as per SMS
- Non-conformity reports and evidence for timely corrective action taken on board are available
- Deficiencies from previous PSC inspections are dealt with within SMS
MARITIME LABOUR CONVENTION, 2006

- Valid Maritime Labour Certificate on board
- Certified Declaration of Maritime Labour Compliance (DMLC)
- Seafarers Employment Agreement signed by the seafarer and the shipowner (or authorised representative) available on board (incl. CBA if applicable)
- Valid training, medical and competency certificates of seafarers available on board
- Correctly maintained records of work and rest available and signed by the seafarer and the Master
- A table of shipboard working arrangements for all positions posted in an accessible place
- Wages paid in accordance with the SEA and individual monthly statements available on board
- Food and drinking water of appropriate quality and quantity
- Complaint procedure available on board and provided to all seafarers
In addition to this DNV GL PSC Quick Guide, the DNV GL PSC Toolkit and DNV GL’s advisory services offer customized support for better preparation.

The DNV GL Maritime Academy offers PSC training courses and customized seminars adapted to your specific needs.

For more information, please contact your local DNV GL office in your region or visit the DNV GL websites:

www.dnvgl.com/psc
www.dnvgl.com/maritime-academy
If you are facing any problems with PSC authorities, we recommend you call your local DNV GL station and discuss locally how DNV GL can support you, for example with a surveyor for assistance on board.

For general enquires on Port State Control topics, please contact: psc@dnvgl.com

To order further DNV GL PSC Quick Guide copies, please contact your personal sales contact.

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<td>Veritasveien 1 1363 Høvik, Norway Phone: +47 67 57 99 00 <a href="http://www.dnvgl.com">www.dnvgl.com</a></td>
<td>Brooktorkai 18 20457 Hamburg, Germany Phone: +49 40 36149-0 <a href="http://www.dnvgl.com/maritime">www.dnvgl.com/maritime</a></td>
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Regional Maritime offices

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<td>+1 281 396 1000</td>
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<th>Germany</th>
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<td>+86 21 3208 4518</td>
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