

PSC Related Circular

No.PSC 18/2020

Dated: 25.08.2020

Subject:

Panama Flag

MMC-380

**Measurements to reduce PSC Detentions
on Panamanian vessels**



PMA has released the [MMC-380](#) (*replaces MMC-172 and its formats*) related to PSC detention measures. Main topics of the circular are as follows:

1. Following **measurements** to be applied as preventive-corrective actions to **reduce PSC detentions**:
 - 1.1 **ROs** are responsible for a **permanent verification of MoU's websites** to determine the status of vessels under its supervision.
 - 1.2 **ROs** are responsible for the **handling of detentions**.
 - 1.3 **RO's surveyors** shall be pay attention to the following "*Top Deficiencies*":
 1. Validity of all Statutory certificates (including annual/intermediate endorsements).
 2. Life-Saving Appliances (LSA) in general.
 3. Lifeboat falls (including renewal and reversal dates).
 4. Liferrafts servicing (dates).
 5. Fire Fighting Systems & Equipment (in general).
 6. Emergency Fire Pumps (last test).
 7. Fire detention & alarm system (last service).
 8. Pyrotechnics (expiry date or expiration date).
 9. Records of weekly/monthly drills and equipment inspections (log book's entries, SMS records).
 10. Nautical Publications & Charts (up to date).
 11. Oil Record Book + Oil Filtering Equipment (MARPOL 73/78 Annex I).
 12. Any outstanding statutory items and/or conditions of class (verify last class survey).
 13. Personnel Familiarization & Responsibility (ISM Code – Section 6).
 14. Maintenance of the Ship and Equipment (ISM Code – Section 10).
 15. Working & Living Conditions (MLC, 2006).

In above respect in the released **survey instructions** for Panama ships, **items 1-12** to be mentioned in the **instructions by Marine Surveys Division** and items **13-15** by **MMSC Division**.

- 1.4 Ship-Owners/operators, are responsible to establish on board a **pre-arrival verification**, taken into account the above items, which must be verified at least 24 hours before arrival at ports.

- 1.5 In case of **equipment failures** or any other situations that **cannot be resolved on board** of the vessel immediately, operators, shall **immediately coordinate** the effective corrective actions, together with the vessel **Recognized Organization and SEGUMAR** Offices.
- 1.6 Relating to all **deficiencies detected during a Port State Control** Inspections the **corrective actions** taken by the vessel shall be **sent** as soon as possible and duly documented, to **Panama Port State Control Section** using the format in [Annex 1 of the MMC 380](#) (or SMS relevant form or RO report format).

2. Recognized Organization (RO) responsibility with the detention

- 2.1 Administration accepts the **RO responsibility criteria of the Tokyo MoU and Paris MoU**.
- 2.2 A **detainable deficiency is associated with the RO** if it is:
 1. a **serious structural deficiency** including corrosion, wastage, cracking and buckling unless it is clear that the deficiency has **occurred since the last survey** conducted by the RO; or
 2. a **serious deficiency in equipment or non-structural fittings** (such as fire main, air pipes, cargo hatches, rails, masts, ventilation trunks/ducts, accommodation and recreational facilities etc.) AND it is **less than ninety (90) days since the last survey conducted by the RO, unless** it is clear that the deficiency has **occurred since the last survey** conducted by the RO; or
 3. a **serious deficiency in equipment or non-structural fittings** which clearly would have **existed at the time of the last survey**; or
 4. a serious deficiency associated with **out-of-date equipment which was out-of-date at the time of the last survey**; or
 5. a **missing approval or endorsement of Plans and Manuals** if required to comply with the provisions for issuance of statutory certificates which clearly would have **existed at the time of the last survey**; or
 6. a **major non-conformity** where there is clear evidence of a lack of effective and systematic implementation of a requirement of the **ISM Code** AND there is clear evidence that it **existed at the last audit** conducted by the RO provided that the audit took place **within the last ninety (90) days**. It may also include operational drills and operational control and there is clear supporting evidence of failure;
 7. a **detainable MLC-deficiency** where there is clear evidence of a lack of implementation of a requirement of the MLC Code with respect to the accommodation and recreation facilities detailed in Regulation 3.1 in Title 3 and that it existed at the last inspection conducted by the RO.
- 2.3 The **RO must have established procedures** for the cases where, as a result of PSC inspection, there are deficiencies relating to RO responsibility and statutory certificates issued by the organization, detailing the **actions** to be followed to prevent and avoid her

recurrence, including actions as **Warning Note, Suspensions or Cancellation**, to against **surveyors** who survey conducted to issued or endorsed a statutory certificate affected.

- 2.4 **PMA** may also be **monitoring constantly the RO performance** through the result of PSC inspections and where RO responsibility has been detected; it could be **sanctioned** on a case-by-case basis, according to the internal malpractice procedures.

All INSB Class Divisions to have present circular in mind when handling cases with Panama flagged ships.

Latest IMO circular [Resolution A.1138\(31\) "PSC Guide"](#), is linked for your easy reference and guidance.